

BULLETIN

No. 39

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THE RAILWAY AND LOCOMOTIVE HISTORICAL SOCIETY

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BULLETIN No. 39

The Champlain and St. Lawrence Railroad

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One hundred years ago, our Canadian neighbors, saw the results of their efforts with the opening of their first railroad—the Champlain & St. Lawrence. True, the enterprise, considered today, was only a small one, but it was a large undertaking for one hundred years ago. The little enterprise has since been absorbed by one of the two large Canadian roads, but the rich traditions of this road and the memories of the little “Dorchester” will always be remembered. Our Canadian Representative, Mr. Robert R. Brown, has spent no little time and energy in delving into the history of this road. Much more might be written of a personal nature but lack of space forbids its publication in our columns. The historical side has been adequately covered and we hope our members will enjoy the addition of this Canadian material to their bulletins.

The Canadian roads of today have much for which they should be commended. Both of the large Canadian systems are transcontinental roads—the United States does not possess one. The pooling of trains between Montreal and Toronto by these systems has apparently worked to the satisfaction of the traveling public and in the reduction of expenses to both roads—we have yet to try this out to any great degree in this country. Both systems have maintained a high degree of efficiency and service and the patron of either is assured of the best. The terrific odds which were against both roads when completed to the Pacific is a matter of history. They were completed without the display of bombast and extravagance so prevalent with our American railroads. A plain iron spike marked the completion of the Canadian Pacific Railway at Craigellachie on September 26, 1885. There were no telegraph wires to

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sound the driving of this last spike across the continent, no arrangement to fire salvoes of artillery at Montreal or Vancouver, nor were there any bands to play for the invited guests. Save for those men connected with the Canadian Pacific Railway, the only guests were those who had interest enough to pay their own transportation to Craigellachie and when the simple ceremony was over, the train immediately left for the Pacific! Canada is rich in history and its railroads have had their share and played their part in the building of that nation.

The Pennoyer Colored Prints

We are again calling the attention of our members to this handsome set of colored prints of early American locomotives, from the brush of our member and talented artist—A. Sheldon Pennoyer. The set includes "Snowbound"—a Crampton type of locomotive used on the Camden & Amboy R. R. in the fifties; the "Pioneer" of the Cumberland Valley, built by Seth Wilmarth of Boston, in 1851; "An American Express Train" drawn by a Rogers locomotive of the seventies; and, through the kindness of the Delaware & Hudson R. R., we are able to include the "Stourbridge Lion," imported from England by that road in 1829. The size of the "Pioneer" is 7x11"—the other three are 8 1/4 x 10 1/2". This size does not include the broad white margins. The price is \$5.00 per set of four prints and orders should be addressed to Chas. E. Fisher, 6 Orkney Road, Brookline, Mass.

Recollections of George Westinghouse

Personal information with regard to George Westinghouse, inventor of the Air Brake, is being collected by a committee of the American Society of Mechanical Engineers to be kept as an historical record; it will be available for use in connection with the 90th Anniversary of his birth which occurs next year. Those who knew Westinghouse are requested to contribute. Anecdotes and reminiscences are most interesting and usually reveal more phases of his unique and dominating personality. It is likely that young men who were in the testing and operating departments of railroads in the pioneer days of the Air Brake may have met him and received vivid impressions which it will now be a pleasure to record.

Mr. Roy V. Wright, Editor of the *Railway Age*, is Chairman of the Committee which has delegated Professor Charles F. Scott, of Yale University, New Haven, Connecticut to collect information which should be sent directly to him.

The Champlain and St. Lawrence Railroad

THE year 1936 marks the 100th anniversary of the opening of the first railway in Canada, and while it is true there were several earlier tram-roads—at least two, the Champlain and St. Lawrence was the first public railroad as we now understand the term and it was the first to use steam locomotives.

A great deal has been written about Canada's pioneer railway but unfortunately most of it inaccurately and in some cases by prominent writers who should have known better. The commonest error is that the line was worked by horses during 1836 and that the locomotive did not appear until 1837 but we now know beyond all possible doubt that the locomotive was used at the official opening of the railroad on July 21st 1836.

Many writers have claimed, often in a superior and condescending manner, that even in 1850 Canada had only 55 miles of railway in operation, though actually there were 80 miles and included:

Champlain and St. Lawrence R. R.	1836	14 miles
Albion Mines Ry.	1838	6 miles
Erie and Ontario Ry.	1839	10 miles
Montreal and Lachine R. R.	1847	8 miles
St. Lawrence and Atlantic R. R.	1850	30 miles
St. Lawrence and Industrie R. R.	1850	12 miles
Total		80 miles

For this seeming backwardness there was a very good reason and the Canadians of long ago were not as slow as they seemed. The country was blessed with a vast network of navigable lakes and rivers, blocked here and there by rapids and waterfalls which however were easily overcome by the construction of inexpensive canals. Canadians took a very active part in the early development of lake and river navigation and as early as 1820 there were large and comfortable steamboats running regularly on the St. Lawrence River, the Ottawa River, Lake Ontario and other waterways and when one considers that practically the entire population of the country was settled close to these great waterways, it is readily seen that the need for railways was not very great. All of the early railways were either feeders for existing steamboats or were portage lines to pass rapids or waterfalls. The Albion Mines and the St. Lawrence and Industrie Railways were feeders, and portage lines included the Champlain and St. Lawrence R. R., to pass the rapids of the Richelieu River, the Erie and Ontario Ry., to pass Niagara Falls, and the Montreal and Lachine R. R., to pass the Lachine Rapids of the St. Lawrence River. The St. Lawrence and Atlantic R. R., which with its American connection, the Atlantic and St. Lawrence R. R., was to extend from Longueuil, opposite Montreal, to Portland, Maine, was the first trunk line originally planned as such.

The waterway formed by the Richelieu River, Lake Champlain and the Hudson River was the earliest and for many years the only route

between the valley of the St. Lawrence and the country to the south and south-east. At first it was the warpath of the Indians, the French, the British and the Americans and later was the only available route for commerce and pleasure travel. International transportation commenced shortly after the American Revolutionary War and in the course of a few years a large fleet of sloops and schooners appeared, trading between St. Johns and the various ports on Lake Champlain.

From the outlet of Lake Champlain, at Rouses Point, to the Canadian town of St. Johns, a distance of 23 miles, the Richelieu River is navigable but from St. Johns to the mouth of the river, at Sorel, a series of rapids made the river unnavigable until several years after the building of the railway when canals were built. Even if the river had been navigable the distance from St. Johns to Montreal, by water, would have been over 100 miles though in a direct line the two places are only about 20 miles apart. To save time and trouble, passengers and freight were transported overland from St. Johns to Laprairie, a distance of 16½ miles by road, and then by ferryboat to Montreal. Though this arrangement saved considerable time and the rapids of the Richelieu River were thereby avoided, the road was a terrible one and there are many tales about the dangers and discomforts of the 16 mile ride. The country is almost perfectly flat and the soil largely clay and in wet weather the road was an impassable sea of mud.

In a curious and rare little pamphlet called, "Four Eras in the History of Travelling between Montreal and New York from 1793 to 1892," published in 1892 by H. Walworth of Plattsburgh, there are extracts from the diary of an early traveller describing a journey between those two cities long before the advent of steamboats and railways:

Aug. 18th 1792. Left Montreal at 9 o'clock—arrived at Laprairie at one—left in stage for St. Johns at three—arrived at half past eight—had supper and slept at Cheeseman's tavern.

Aug. 19th After much trouble hired a rowboat and two hands to go as far as Cumberland Head (near Plattsburgh) for seventy shillings. Received our pass from Col. Fitch and delivered in our names.

Aug. 20th Left St. Johns at four o'clock—arrived at Widow Cheshire's and breakfasted on milk punch—delivered in our names at Fort Isle aux Noix—left there about one o'clock—eat dinner in boat—arrived at Staunton's at Mill Point, at sunset, where are good beds and had a supper of eggs, butter and corn—left Mill Point at ten o'clock at night—crossed over to Isle a la Motte, where we slept at Blanchard's on a straw bed.

Aug. 21st Traversed over to Point a la Roche, at Hazen's farm—had a good dinner of fresh salmon—left at night and rowed up to Cumberland Head, where we slept at a French house.

Aug. 22nd Hired a passage in Hay's cutter—slept at Ransom's tavern.

Aug. 23rd Left Ransom's tavern at half past five and arrived on Saturday night (24th) at 9 o'clock at Skenesborough, (now Whitehall)—lost my hat in a gale of wind at Isle Belcour—Saturday and Sunday, so fatigued from the voyage and chafed from exposure to the wind that we were glad to remain over at Skenesborough until Sunday afternoon when we left at two o'clock—slept near Kingsbury.

Aug. 26th Breakfast at Sandy Hill—slept at Gregory's tavern at the sign of the half moon.

Aug. 27th Arrived at Albany at 11 o'clock.

Aug. 28th Embarked on board of a fast sailing clipper for New York—arrived in New York on Tuesday the third of September—meals good on board the clipper—Captain polite—bugs plenty—no accommodation for ladies—little for men. Time, sixteen days.

In 1810, because of the introduction of steamboats on Lake Champlain and the Hudson River, the time was cut down to five days and in 1830 great excitement was aroused in Montreal by the unprecedented dispatch of a man who had travelled from New York to Montreal in 41 hours.

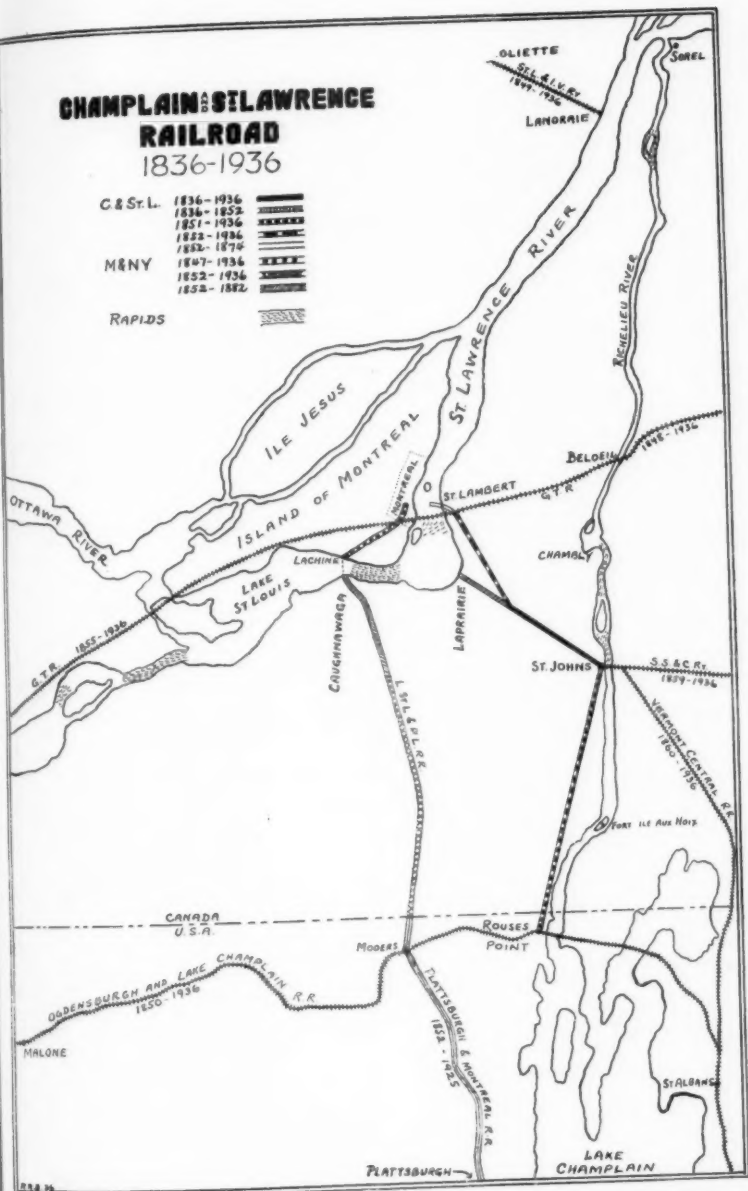
The weakest link in the Champlain route was the sixteen mile portage between St. Johns and Laprairie and as traffic increased enormously after the close of the War of 1812, there were many suggestions, wise and otherwise, as to the best means of improving this route. From an early date right up to the present day but especially from 1807 to about 1830 there was a popular demand for the construction of a canal from the foot of Lake Champlain navigation, at St. Johns, to some point on the St. Lawrence River.

A few prominent men, with more courage and foresight, advocated the construction of a railroad rather than a canal and as early as December, 1824, the *Montreal Gazette* stated in an editorial that it preferred railways to canals and suggested the building of a railway from St. Johns to a point opposite Montreal. When one considers that this opinion was expressed nearly a year before the opening of the Stockton and Darlington Railway, the progressiveness of the *Gazette* is noteworthy. Railways were a complete mystery to Canadians, the only existing line being a short steam-operated incline railway built in 1823 at Quebec and, as a result, some rather quaint suggestions were made. One learned authority suggested that the prevailing wind be considered and the track be raised several feet above the ground, so the cars could be propelled by sails.

For several years no action was taken and all that prevented the immediate construction of the Champlain and St. Lawrence Canal was the comparatively high cost and the difficulty of deciding the location of the northern terminus. Montreal naturally favored a canal which would terminate nearly opposite the city and as early as 1816, Alexander Stephenson, a schoolmaster and land surveyor, made a preliminary survey for a canal to extend from Longueuil to the rear of Chambly Canton, on approximately the same line as that now used by the Montreal and Southern Counties Electric Railway, then run south, parallel to the Richelieu River to Isle Ste. Therese, where the level of the Richelieu was high enough to serve as a feeder for the whole canal. An alternative proposal was to build a perfectly straight canal from St. Johns to Longueuil but this involved deep cuttings and was too costly. These projects met with a great deal of opposition and the lumbermen of the Ottawa and the merchants of Upper Canada pointed out that as most of the traffic would be to or from the Ottawa Valley or Lake Ontario such an arrangement would compel the western traffic to descend the Lachine Rapids or Canal, a drop of about 45 feet, to Longueuil and then climb 70 feet to the Lake Champlain level. The official view was that the canal should extend from the Richelieu River, at St. Johns, to a point on the St. Lawrence above the Lachine Rapids at that part of the river known as Lake St. Louis, and two alternative routes were roughly surveyed. One plan involved the use of the Richelieu River as a feeder but intervening high ground necessitated a detour of over eight miles. Starting from St. Johns, the canal would have run parallel to

CHAMPLAIN & ST. LAWRENCE RAILROAD 1836-1936

C & St. L.	1836-1936	
	1836-1852	
	1851-1936	
	1852-1936	
	1852-1874	
M & N.Y.	1847-1936	
	1852-1936	
	1852-1882	
RAPIDS		





THE CHAMPLAIN AND ST. LAWRENCE RAILROAD COMPANY.

IN connection with the Steamer **PRINCESS** **VICTORIA**, will be prepared to convey **Passengers** between **MONTREAL** and **ST. JOHNS**, on **MONDAY**, the 25th instatn, as follows:—

Steamer.

FROM MONTREAL.

8 o'clock, A. M.

2 do P. M.

4 do P. M.

Locomotive.

FROM LAPRAIRIE.

9 o'clock, A. M.

5 do P. M.

Locomotive.

FROM ST. JOHNS.

8 o'clock, A. M.

2 do P. M.

Steamer

FROM LAPRAIRIE.

6 o'clock, A. M.

9 do A. M.

3 do P. M.

July 23, 1836.

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the Richelieu River, in a northerly direction, for eight miles almost to Chambly then it would have turned sharply to the west through St. Philippe to St. Constant and then down through a series of locks to Lake St. Louis, near the present C. P. R. bridge at Caughnawaga. The other plan called for a canal to start from Valleyfield and was to be fed from the St. Lawrence River above Lake St. Louis and was to extend through Beauharnois to a point near St. Isidore and from there a branch canal would extend to Caughnawaga and another to St. Johns. Using this plan, the distance from Lake St. Louis to St. Johns would have been 25 miles or 8 miles shorter than the first plan but as the summit would have been higher there would have been 100 feet of lockage instead of 26 feet. The first plan would have given the minimum amount of lockage to the Ottawa lumber trade; the second to the through trade from the west. As it turned out, the construction of the railway prevented the construction of the direct canal though later on a canal was built from St. Johns to Chambly and another at St. Ours, which provided a long and round-about water route from Lake Champlain to the St. Lawrence.

By the early summer of 1836 conditions had improved to such an extent that the mail came through from New York in three days and for several years previously travelling in the winter time had been considered enjoyable. Large sleighs were used and the frozen surface of the Richelieu River and Lake Champlain made an excellent highway. During the winter of 1835-6, Peter Comstock, of Whitehall, advertised the Red Bird Line from Albany, N. Y., to Burlington, Vermont, with northern connections to Montreal. The speed was remarkable; the time from Montreal to Albany being 48 hours including all stops.

The history of the Champlain and St. Lawrence Railroad is characterized by several clearly defined periods; from 1836 to 1850 it was a small and very primitive portage line; from 1850 to 1852 it was completely rebuilt and extended south to Rouses Point and north to St. Lambert. From 1852 to 1857 there was a period of intense rivalry between the Champlain and St. Lawrence and the Montreal and New York Railroads which ended in the amalgamation of the two companies on February 27th 1857 under the new name of Montreal and Champlain Railroad. The cost of the extensions and the losses due to the period of rivalry eventually caused the ruin of the company and, being unable to carry on, the line was leased to the Grand Trunk Railway on September 25th 1863 for a period of 21 years. In 1873 the Montreal and Champlain Railroad was unable to redeem certain bonds which became due and payable in that year so the Grand Trunk Railway purchased them or perhaps already owned them and then foreclosed the property and thus Canada's first railway lost its separate identity.

In 1860 the Montreal and Champlain Railroad reached its greatest extent and included the following lines:

Champlain and St. Lawrence Railroad	
St. Lambert to Rouses Point	42 miles
Montreal and Lachine Railroad	
Montreal to Lachine Wharf	8 miles
Lake St. Louis and Province Line Railroad	
Caughnawaga to Mooers	32 miles
Stanstead, Shefford and Chambly Railway (leased line)	
St. Johns to Waterloo	43 miles
Total—	125 miles

Previous to the amalgamation of 1857, the Montreal and Lachine and the Lake St. Louis and Province Line Railroads had amalgamated in 1852 as the Montreal and New York Railroad.

CHAPTER TWO

THE CHARTER

It has been stated by a number of writers that the Rainhill Trials and the opening of the Liverpool and Manchester Railway, in 1829, influenced the introduction of railways into Canada and while this is undoubtedly true to a certain extent, it is much more likely that the opening of the Mohawk and Hudson Railroad was the real deciding factor. In any case, the Legislature of the Province of Lower Canada commenced discussing the matter in real earnest in the autumn of 1831; the Act was passed in December and received the Royal Assent on February 25th 1832. Most of the government records of that period were lost when the Parliament Building was destroyed by fire in 1849 but by rare good fortune the original charter and all amendments and subsequent Acts relating to the railroad are to be found in a small pamphlet entitled "Acts relating to the Champlain and St. Lawrence Railroad—1832-1853", the only known copy of which is to be found in the Archives of the Chateau de Ramezay Museum in Montreal.

The Charter was written in the gorgeously stilted, legal phraseology of the time and it contained no less than fifty-one sections. As joint stock companies were practically unknown in Canada at the time and as there were no general laws regulating such companies, most of the sections governed the financing and the administration of the Company.

The Preamble of the Charter, in addition to explaining the purpose of the Act and defining the privileges and the responsibilities of the Company, is a grammatical curiosity as it consists of one sentence only but contains one thousand four hundred and fifty-three words.

Anno Secundo Gulielmi IV—Cap. LVIII (Feb. 25th 1832)

An Act for making a Rail-road from Lake Champlain to the River St. Lawrence. Whereas the facilitating and dispatching the carriage and conveyance of goods, passengers, etc., between the navigable waters of Lake Champlain and the River St. Lawrence, opposite to the city of Montreal, by means of a Rail-road, will be of great public advantage, and will afford a more easy, cheap and expeditious conveyance for

all goods, wares, commodities, passengers, etc., and generally increase the trade and commerce of this Province, and in other respects be of great public utility: and whereas the several persons hereinafter named are desirous, at their own cost and charges, to make and maintain the said Rail-road, but cannot effect the same without the aid and authority of the Provincial Parliament; wherefore for obtaining and perfecting the good effects and purposes aforesaid: be it therefore enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Assembly of the Province of Lower Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of Great Britain, entitled 'An Act for making more effectual provision for the Government of the Province of Lower Canada'; and it is hereby enacted by the authority of the same, that

Horatio Gates
John Molson
Samuel Gerrard
Samuel Gale
Peter McGill
John Frothingham
Thomas Blackwood
Adam L. Macnider
Joseph Donegani
John E. Mills
James Holmes
Jean D. Bernard
William Guild
James Logan
John McKenzie
William Peddie
Frederick Griffin
Benjamin Hart
Samuel A. W. Hart
Isaac Gregory
Benjamin Lewis
Abner P. Herley
George J. Holt
William L. Coit
Samuel McLure

George Brush
William Hedge
John Torrance
James Millar
William Edmonstone
Lewis Betts
Smith Sanborn
Campbell Sweeney
Benjamin Brewster
Cyrus Brewster
William Brewster
Joseph Shuter
Turton Penn
George Davies
Joseph Masson
Joseph T. Barrett
J. A. Cartier
Henry Joseph
Thomas S. Brown
Norman Williams
David Torrance
Louis Marchand
Cyrus Carlton
Stephen Field
Orlin Bostwick

Hosea B. Smith
Jason C. Pierce
Walter Benny
John Try
James Henderson
Jeth L. Weatherley
William Lymon
J. Glennon
Robert Jones
Joshua Hobart
Roswell Corse
John Matthewson
Charles S. Delorme
Charles Brooke
E. M. Leprohon
T. Bouthillier
Dwight P. Jones
Joshua Bell
Noah Shaw
William Spier
William Freeland
John Thompson
William Forbes
Oliver Wait

together with such person or persons as shall under the provisions of this Act, become subscribers to and proprietors of any share or shares in the Rail-road hereby authorized to be made, and the several and respective heirs, executors, administrators, curators and assigns, being proprietors of any share or shares in the Rail-road hereby authorized to be made, are and shall be, and be united into a Company for the carrying on, making, completing and maintaining the said intended Rail-road, according to the rules, orders and directions hereinafter expressed, and shall for that purpose be one body, politic and corporate, of the name of "The Company of Proprietors of the Champlain and St. Lawrence Rail-road"; and by that name shall have perpetual succession, and shall have a common seal; and by that name shall and may sue and be sued, and also shall and may have power and authority to purchase lands, tenements and hereditaments for them and their successors and assigns, for the use of the said Rail-road, without His Majesty's Lettres d'Amortissement; saving nevertheless to the Seigneur or Seigneurs within whose censive the lands, tenements and hereditaments so purchased may be situate, his and their several and respective droits d'indemnité, and all other seigneurial rights whatever, and also to sell any of the said lands, tenements and hereditaments purchased for the purposes aforesaid; and any person or persons, bodies politic or corporate, or communities, may give, grant, bargain, sell or convey to the said Company of Proprietors, any lands, tenements or hereditaments for the purposes aforesaid, and the same may re-purchase of the said Company without Lettres d'Amortissements, and the said Company of Proprietors and their successors and assigns shall be, and are hereby authorized and em-

powered from and after the passing of this Act, by themselves, their deputies, agents, officers, workmen and servants, to make and complete a Rail-road, to be called the "Champlain and St. Lawrence Rail-road", from, at or near the village of Dorchester, commonly called St. Johns, in the District of Montreal, in as direct a line as may be found practicable, and as local situation, as circumstances and the nature of the ground will admit, to the River St. Lawrence, opposite or nearly opposite to the city of Montreal: provided always, that the commencement of the said Rail-road from, at or near Dorchester aforesaid, shall not be at a greater distance from the lower extremity of the Port thereof upwards than half a mile; and provided also that the termination of the said Rail-road on the River St. Lawrence shall be at the village of Laprairie inclusively, or at some point between the village of Laprairie and the head or upper end of the Island of St. Helen; and for the purposes aforesaid the said Company of Proprietors, their deputies, servants, agents and workmen, are hereby authorized and empowered to enter into and upon the lands and grounds of the King's Most Excellent Majesty, or of any person or persons, bodies politic, corporate or collegiate, or communities whatsoever, and to survey and take levels of the same, or any part thereof, and to set out and ascertain such parts thereof as they shall think necessary and proper for making the said intended Rail-road, and all such other works, matters and conveniences as they shall think proper and necessary for making, effecting, preserving, improving, completing, maintaining and using the said intended Rail-road and other works, and also to bore, dig, cut, trench, get, remove, take, carry away, and lay earth, clay, stone, soil, rubbish, trees, roots of trees, beds of gravel or sand, or any other matters or things which may be dug or got in making the said intended Rail-road or other works, or out of the lands or grounds of any person or persons adjoining or lying convenient thereto, and which may be proper, requisite or necessary for making or repairing the said intended Rail-road, or works incidental or relative thereto, or which may hinder, prevent or obstruct the making, using or completing, extending or maintaining the same respectively, according to the intent and purpose of this Act; and to make, build, erect and set up in or upon the said intended Rail-road, or upon the lands adjoining or near the same respectively, such and so many houses, warehouses, toll-houses, watch-houses, weighing beams, cranes, fire engines, steam engines, or other engines, either stationary or locomotive, inclined planes, machines, and other works, ways, roads, and conveniences, as and when the said Company of Proprietors shall think requisite and convenient for the purposes of the said Rail-road; and also from time to time to alter, repair, divert, widen, enlarge, and extend the same, and also to make, maintain, repair and alter any fences or passages over, under or through the said intended Rail-road, and to construct, erect, make and do all other matters and things which they shall think convenient and necessary for the making, effecting, extending, preserving, improving, completing and easy using of the said intended Railroad and other works, in pursuance of and according to the true intent and meaning of this Act; they, the said Company of Proprietors, doing as little damage as may be, in the execution of the several powers to them hereby granted, and making satisfaction in manner hereinafter mentioned to the owners or proprietors of, or the persons interested in the lands, tenements, hereditaments, waters, water-courses, brooks, or rivers respectively, which shall be taken, used, removed, prejudiced, or of which the course shall be altered, or for all damages to be by them sustained in or by the execution of all or any of the powers of this Act; and this Act shall be sufficient to indemnify the said Company of Proprietors and their servants, agents or workmen, and all other persons whatsoever for what they, or any of them, shall do by virtue of the powers hereby granted, subject nevertheless to such provisions and restrictions as are hereinafter mentioned.

In several subsequent paragraphs, elaborate directions were given for the construction of overhead bridges and underpass subways for highway crossings and as an afterthought it was stated that if such a horrible thing as a level crossing happened to be necessary that crossing had to be protected by double swing gates which were to be placed across the railroad track at all times except when a train was actually passing. As it turned out all the crossings were level crossings and even the gates

did not prevent the train from bumping into a team of oxen at the Cote St. Raphael crossing in the summer of 1837. The account in the Transcript, of what was probably the first level crossing accident in Canada, does not relate the extent of the damage, if any, to the oxen but the train was thrown off the track.

The continuous opening and closing of gates at crossings where the only highway traffic consisted of an occasional farmer's cart soon became a nuisance and in 1841 the Company was authorized to remove the gates but to keep watchmen on duty instead.

This in turn was repealed in 1850 when an amendment to the Charter provided that at each level crossing the Company should erect a sign-board stretching across the highway at such a height as to leave sixteen feet from the road to the lower edge of the sign-board and having the words "Railway Crossing" painted on each side, in both languages (English and French).

By the terms of the Charter, the right-of-way was not to exceed twenty yards in breadth except at such places where the Railroad was raised more than five feet higher, or cut five feet deeper, than the ordinary level of the ground. At all places where off-sets or sidings, stations or other buildings were to be located the right-of-way could be as much as 150 feet in breadth. The Company was authorized to build the Railroad over the lands of any person whatsoever but after having deposited with the Government the survey map and Book of Reference, the track could not be deviated more than two arpents (400 feet) from the course delineated.

The Charter provided that all disputes and arbitration proceedings arising from the expropriation of land should be settled before a jury specially convened for the purpose but as the jurors were usually inclined to favor the landowner, the amending Act of 1850 provided for a Board of Arbitration composed of three members; one appointed by the Railroad Company, one by the landowner and the third, usually a sworn land surveyor, appointed by the Judge of the Superior Court.

The necessary capital, to the extent of £50,000, was to be raised through the sale of 1,000 shares at £50 each, and if that should be insufficient the total could be increased to £65,000. No provision was made for the raising of money by mortgage or by the sale of bonds and this omission proved to be a serious handicap to the Company.

On May 1st 1832, shortly after the granting of the Charter, advertisements were inserted in the newspapers inviting the public to subscribe for shares in the new Company, temporary headquarters being established in the Exchange Coffee House, but the response was disappointing; steamboats were still supreme and the prospects of the Railroad did not inspire much confidence. It was soon realized that the Railroad could not be completed within the time stipulated, on or before February 25th 1835, so at the next session of the Legislature an extension of time was asked for and granted. An Act passed on August 3rd 1833 fixed the time for the completion of the road at four years after that date.

CHAPTER THREE

THE BUILDING OF THE RAILROAD

The several commercial depressions during the past century have had a very direct influence on the course of railway history in Canada; the depression of 1835-9 hindered and almost prevented the construction of the Champlain and St. Lawrence Railroad and most of the early misfortunes of the Grand Trunk and other railways of that period were caused by the depression of 1857-60. When the Charter of the Champlain and St. Lawrence Railroad was granted in 1832, Canada and the whole North American continent were enjoying a period of great prosperity. The tide of progress was interrupted however by a dreadful visitation of Asiatic cholera in the summer of 1832, which resulted in nearly two thousand deaths in Montreal, and by a repetition of the same pestilence two years later, when some hundreds of the inhabitants fell victims to its ravages.

The Canadian provinces continued to be the scene of bitter political strivings and conditions were further complicated by the ascendancy of violent demagogues which made the political situation dangerous. The loss of three lives in an election riot at Montreal in 1832 added fuel to the flames and the general election of 1834 was contested on racial lines with the bitterest animosity. While the political agitation was coming to a head, the upward movement of prosperity and expansion had reached its maximum and was already gathering momentum on its downward swing. Towards the close of 1833 this downward swing was accelerated by the policies of President Jackson in relation to the Bank of the United States. Through the greater part of the thirties there was uncertainty and disturbance in financial and monetary matters; a wet summer in 1835 was followed by a bad harvest in 1836; the collapse of a banking mania in Upper Canada caused the financial agents of that province in London to suspend payment; but the worst blow came from the south when, in May 1837, the American banks suspended payment. The Lower Canada banks suspended a week later and did not reopen permanently until June 1839. Under such adverse conditions it was a miracle that the plans of the Company of Proprietors of the Champlain and St. Lawrence Railroad were realized.

One of the principal original promoters was Jason C. Pierce, a former citizen of Burlington, Vermont, but at the time a resident of St. Johns and a naturalized British subject. He was a merchant, trader and ship-owner and because of the nature of his business he was vitally interested in the construction of the railroad. When, in the autumn of 1834, it seemed likely that the project would fall through because of lack of interest and support and uncertainty as to the future, he set himself the task of saving the project. By personal effort he secured enough subscriptions to keep the Charter alive and much of the credit for organizing the first Canadian railroad company should go to this enterprising ex-American. Equally important was the financial support given by the Hon. John Molson, the wealthy brewer and steamboat-owner of

Montreal. His investment in the Company amounted to £9,000, or about \$36,000, a considerable sum in those days, and represented about twenty-five per cent of the total cost of the railroad.

The Company was formally organized in November, 1834, and two months later, on January 12th 1835, the first meeting of the stockholders was held. The principal business of the meeting was to decide on the exact location of the proposed railroad and to confirm the appointment of William R. Casey and Robert F. Livingston, two young engineers from New York, as Chief Engineer and Assistant.

According to the Charter the terminus on the Richelieu River had to be in the upper or south end of the town of St. Johns but the St. Lawrence end of the line could terminate at any point between the town of Laprairie and the upper end of St. Helen Island. It was decided, in order to reduce the cost as much as possible, to run the line from St. Johns to the nearest point on the St. Lawrence River and this point was found to be at the western end of the town of Laprairie; making the line exactly fourteen and a half miles long. Subsequent experience proved that this choice was a poor one and that a site at or near the present town of St. Lambert, directly opposite Montreal, would have been much more satisfactory.

Although the country between the rivers appears to be perfectly flat, actually there was a slight ascending gradient from the wharf at Laprairie, about 46 feet above mean sea level, to the summit level, 132 feet above sea level, twelve miles from Laprairie, from which point there was a gradual drop for $2\frac{1}{2}$ miles to the wharf at St. Johns, which was about 106 feet above sea level. The gradients were almost imperceptible except at two points; in the first half mile from the Laprairie wharf and just beyond the Cote de la Bataille crossing where there were short gradients of about 30 feet per mile. The line was perfectly straight except for an apparently unnecessary S curve near the Cote de la Bataille and a slight curve entering the town of St. Johns.

Following the meeting of the stockholders held on January 12th 1835, the Company advertised for tenders for the supply of lumber for the framework, as the track structure was called; material for fencing, and iron for the rails. Contracts for lumber and fence rails were let to farmers and small contractors and the material was delivered on the right-of-way and distributed at convenient intervals in the early spring of 1835. Much work was done during that summer and when the semi-annual stockholders' meeting was held on December 14th 1835, the Chief Engineer was able to report that the grading and fencing had been completed and other works were well advanced.

The Reports of the Directors and of the Chief Engineer follow in detail:

At the half-yearly meeting of the Shareholders in this Company, held this day pursuant to public notice, J. E. Mills Esq., Deputy Chairman of the Company, opened the meeting with a few preliminary observations and submitted the Report of the Committee of Management, which was, together with the Report of the Engineer, then read by the Secretary; after which, John Boston Esq. was unanimously called to the chair, and the reports were approved of and adopted by the meeting.

The election of a committee for the ensuing year then proceeded, and Messrs. Timothy Follett and Charles Lindsay officiating as scrutineers, after examining the ballots, declared the following gentlemen:

Hon. Peter McGill
Hon. Robert Jones
John E. Mills
Benjamin Holmes
James Logan

Jason C. Pierce
L. B. Ward
Joseph Shuter
and
Tancred Bouthillier

re-elected by a large majority of votes.

The Chairman here took occasion, on behalf of the meeting, to convey to these gentlemen the high sense felt by the stockholders of the value of their services, gratuitously rendered—a stronger expression of which could not be given than in the result of the ballot just declared.

REPORT

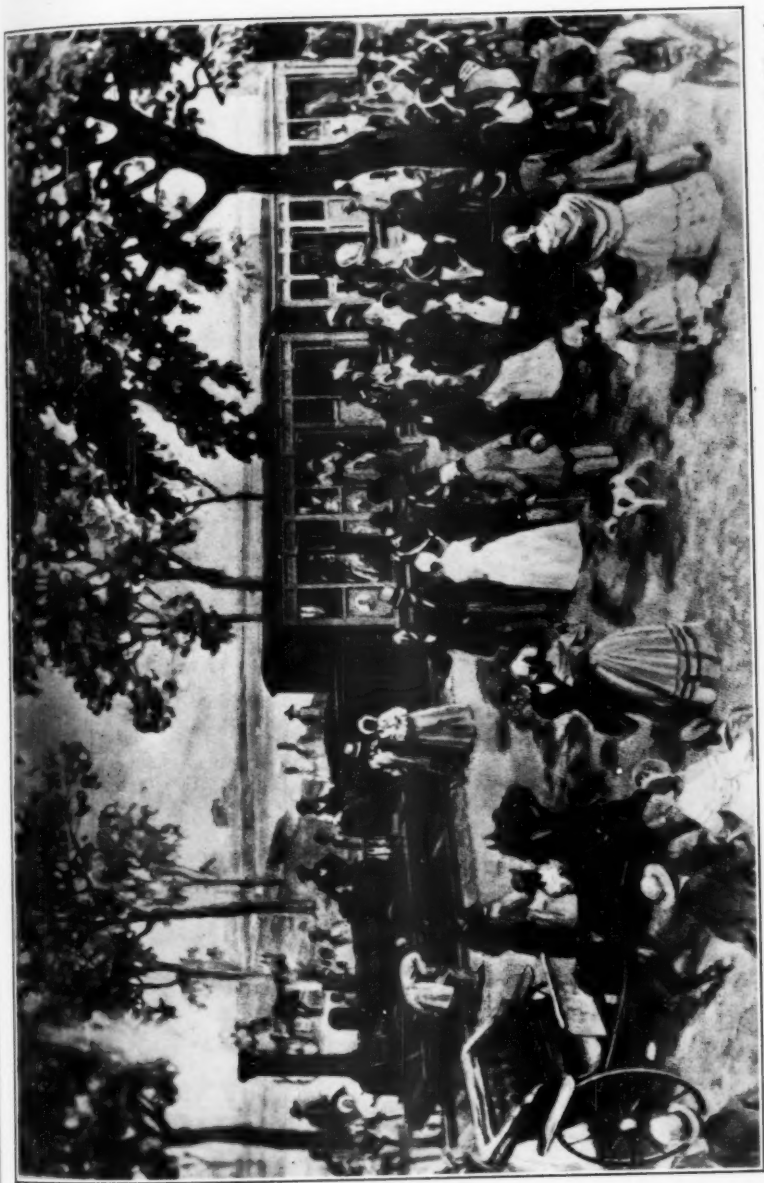
We, the Committee of Management of the Champlain and St. Lawrence Railroad Company, in calling the attention of the Stockholders generally to this our Report of the operations for the past season, deem it expedient to revert to the peculiar circumstances attending the commencement of this undertaking—the very unfavorable season for such operations—the short space of time we have been occupied—and the freedom from litigation in all our engagements; which, taken together, when we reflect on the amount of work done, affords, to all interested, ample grounds for congratulation, and will tend to show that, when unshackled by restraints or legal impediments, so far from proving behind our neighbours in enterprise, we have, for promptitude and dispatch, in this our “*coup d’essai*”, gone beyond anything of a similar nature, even in the United States. Thus removing from among us that reproach to which we have hitherto so long, and of necessity, been obliged to submit.

When, in February 1832, when the Act was passed permitting the Petitioners to build a Railroad, it was apparently so cramped by restrictions, as for a while, to become a dead letter, nor was it till November 1834, when Mr. Pierce, of St. Johns, by his unwearied exertions, obtained a sufficient number of subscribers to preserve the Charter from falling through, that the provisions of the Act became fully understood. It is, therefore, to that gentleman and the Hon. R. Jones that the country and community are chiefly indebted for the advantages already received and likely to accrue.

We could not offer a more striking illustration of the change in public opinion regarding the value of the Railroad stock, as an investment, than by the facts, that, in December 1834, after the number of subscribers required to preserve the Charter were obtained, the balance of the stock with difficulty found purchasers; whereas, in December 1835, the stock is in great demand, and transfers have been made at £5 per share premium; and we flatter ourselves that the activity and determination evinced in our operations may have, in some slight degree, contributed to this desirable state of things.

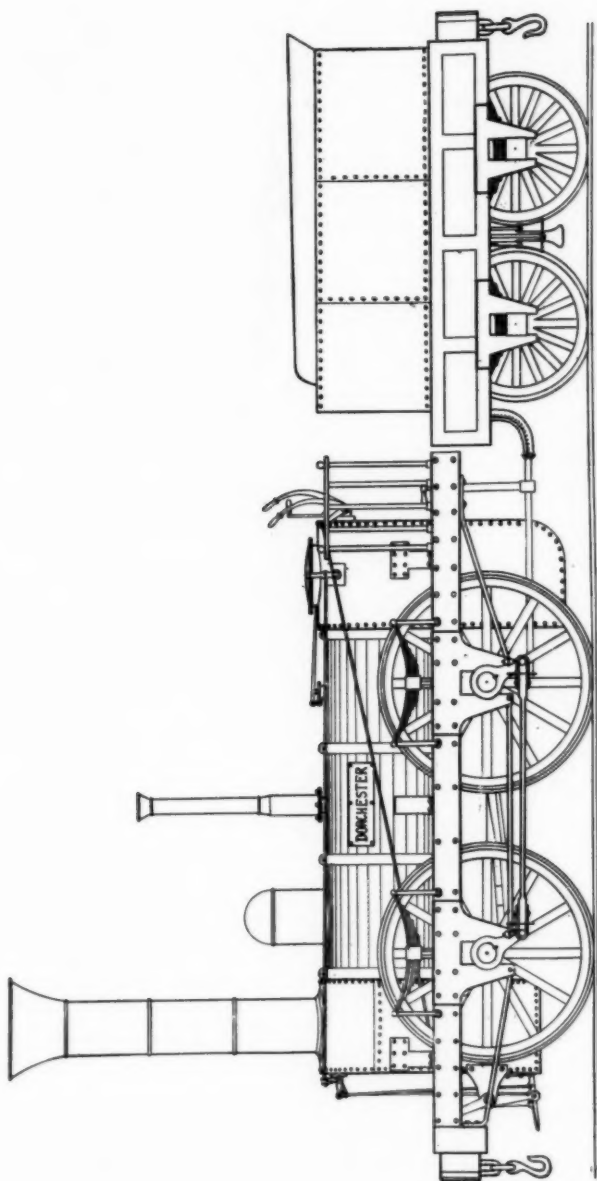
In the United States, to which, from its proximity, we naturally refer, we believe it to be the custom to spend considerable time in surveying, planning, preparing material, making specifications, and giving out contracts. We, on the contrary, have “taken time by the forelock”—done the work by day labour, and have the pleasure of adding, are so far advanced, that there is ample prospect of its ultimate completion in the course of July next.

The past season, as you are all aware, was the most unfavourable that has occurred for many years. Our operatives, chiefly Canadians, were inexperienced; and it required all the tact and attention of the Engineers, and the Commissioner, in pushing the work, to enable us to submit the present very flattering statement. At the same time, that it must give general satisfaction to know that, as our labourers were principally Canadians, the benefits have been derived by those locally connected with us, it is a source of still greater gratification to the Committee, that in no one instance has the Company been driven to litigation, and that, by the judicious management of the Commissioner, charged by us to purchase the land required for the road, the proprietors have, one and all, cheerfully acquiesced in the disposal of their property.



The Opening Day! The "Dorchester" and Train at Laprairie.
(From a painting of Adam Sherriff Scott.)

Courtesy of The Royal Bank of Canada.



C. & St. L. "Dorchester"—Stephenson—1836.
(From a drawing by R. R. Brown.)

It affords us pleasure to state that our application to the Legislature to enable the Company to hold a ferry has met with the approval of the House of Assembly and that there is no reason to doubt its obtaining the sanction of the other branches. The success of this application will enable the public to enjoy the benefits of a direct and connected communication between Montreal, St. Johns and elsewhere; and will, we trust, at the same time that it facilitates the public convenience, redound to the individual profit of the stockholders. We would also apprise you that arrangements are made to have a steamboat (which we trust will hereafter serve as a model on the St. Lawrence) ready to act in concert by the time our road shall be finished: its keel is already laid.

One locomotive has been ordered from England; it will be made under the superintendence of Mr. Stephenson, whose name ranks first in his profession. The passenger cars required at first, four in number, we have deemed advisable to order in the United States; they will serve as models for those we may require hereafter, and which can then be made in Montreal. The baggage wagons and cars for completing the track will be made here in the course of the winter; one is now fitting up in this city as a model, to enable the remainder being given out by contract.

Our Financial Estimates will be found to vary a little from what was anticipated; but this is chiefly in consequence of its having been deemed advisable to make many parts of the work more substantial than was at first contemplated; the increased quantity of masonry in many small bridges and culverts, and the extreme scarcity and consequent high price of sand and lime, form a large item; much additional expense resulted from the wetness of the season in carting, etc., and a quarry of considerable extent became developed in grading on the Common at Laprairie, which though ultimately and beneficially employed in filling the wharf there, yet tended greatly to the increase of expense. The very superior manner, however, in which the work, on the whole, has been done, will more than compensate for any difference between the estimate and the outlay. The superstructure is of that solid and substantial nature (far exceeding those in the United States) as to have elicited the highest approbation of Benjamin Wright Esq., so celebrated among the Americans as an Engineer. The bridges in general, and that one in particular over the Little River, unique in its kind in this province, merits our warmest eulogium; and the wharf at Laprairie has met with the unqualified approval of all who have seen it.

We have reason to be satisfied with the manner in which the duties of those employed under our instructions, have been performed; and it is pleasing to reflect that our operations have been conducted without any of those disgraceful out-breakings on the road which so often attend works of this nature, and which, doubtless, are mainly attributable to the system of giving out the work by contract.

£25,000 have been paid into the Treasurer's hands; and a further call for £2-10-0 per share, already advertised, will suffice for all the winter operations; and we presume that £5,000, or at the most £7,500—making altogether £35,000—will complete the road, with its wharves, station houses, locomotives, carriages, cars, etc.

It is not, perhaps, expected that we should go into the details of the prospects of the road as an investment; but we cannot help stating our opinion, that, from the anticipated increase of business between this city and New York, more especially in the lumber trade; and of travelling, which has hitherto been much retarded by the inconvenient communication between St. Johns and Laprairie; as well by the influence arising from the railroad now about to be made between Whitehall and Saratoga, which will form an uninterrupted steam communication, and bring us within thirty-six hours of New York; that the results cannot but be favourable. There is also favourable prospect of our road being made use of to supply the consumption of flour round Lake Champlain, brought from Oswego and elsewhere; and the contemplated connecting railroad from Boston through the Eastern Townships, which will be materially influenced in its termination at St. Johns by our already established road, must tend very much to increase the value of our returns.

As the very able Report of our Chief Engineer, which enters minutely into details, will be laid before you, the present is respectfully submitted.

Montreal, Dec. 12th 1835.

JOHN E. MILLS, *Deputy Chairman*
C. H. CASTLE, *Secretary*

CHIEF ENGINEER'S REPORT

To the Chairman and Committee of Directors of the Champlain and St. Lawrence Railroad, I submit the following Report on the progress made in the undertaking of which I have the honor of being the Engineer:—

The time between my appointment and the commencement of field operations was occupied in giving the information and specifications necessary to enable the Committee to contract, without loss of time, for the timber, iron, and materials for fencing. This being accomplished, the quantity of land required from each farmer was ascertained and purchased by the Commissioner. The quantity taken was merely enough for the road, as that officer caused to be inserted in the deeds a proviso, that the Company may, at any time, take the full quantity of land allowed by the Act, on the same terms, thus reserving the outlay of a considerable sum till absolutely required, and preventing the possibility of the Company's being put to any unnecessary trouble or expense in enlarging the work at any future period. The importance of this arrangement will be more evident hereafter.

In undertakings of this kind it is usual to spend some time before commencing operations, in staking out the line, and preparing plans and specifications of every part of the work in detail. The contracts are then given out in the Fall, and during the winter, the necessary materials are drawn to the spot where they will be required, and every arrangement made to do that, the nature and extent of which has been accurately ascertained. But here, in the autumn of 1834, only five days were spent on the ground without time to bestow a single thought on anything except the general location within the limits prescribed by the Act, consequently the season in which the grading was to be completed opened upon us without the possibility of our having those definite plans and previous arrangements determined on, which contribute so much to the economy and success of all public works.

Owing to the inclemency of the weather, the staking out was not commenced till May, and early in June ground was broken on the summit level near St. Johns, on the only piece fenced in. The tardiness with which the materials for fencing were delivered, and the impossibility of entering on the farms till completely enclosed, compelled us to abandon the St. Johns end of the line for upwards of a month, a loss of time which the subsequent heavy and nearly incessant rains, rendered it impossible for us to recover. Ten miles of the grading, forming about one-eighth of the entire expense, was done to advantage in the wet weather, but the remaining seven-eighths were principally occasioned by carting, a large proportion of the earth having been carted from one-quarter to one-half, and even three-quarters, of a mile over the worst kind of clay in one of the worst seasons ever experienced and, but for about four weeks good weather in the months of September and October, I should not now have the satisfaction of announcing the completion of the fencing, graduation, masonry, bridges, the large wharf at Laprairie, and the frames of the station houses. With the exception of the wood-work of the wharf, all has been done by the day. This, though contrary to established custom, was rendered unavoidable from the want of time to make the necessary preparations for putting the work under contract, and still more so from the fact that no forfeit on the part of a contractor could have indemnified the Company for non-fulfilment of his contract, as it was of the last importance that the graduation should be completed this season; and, had not this plan been adopted, there can scarcely be a doubt that this indispensable object would not have been attained. The men were engaged, and all material and tools purchased by the Commissioner. The men were paid every Monday evening, and a degree of order and harmony prevailed throughout all departments seldom witnessed on public works, for which the Company are indebted to the unwearied assiduity and admirable management of the Commissioner and the Assistant Engineer, Mr. Livingston.

The bridges are built in the strongest manner and may be crossed at high velocities without injury. The principal bridge is over the Little River, four hundred feet long, and thirty feet above the water. The channel is crossed by a lattice bridge of sixty-seven feet span, the roadway passing on top. There are four other bridges varying from one hundred and seventy to twenty feet in length.

The wharf at Laprairie is eleven hundred feet long, thirty-two feet wide, and one foot higher than the old wharf. It is built in the most substantial manner, and

has elicited the praise of the hundreds who visited it during its construction, and is certainly not excelled by any similar work in the Province.

The frames of the station-houses are raised, but they are not yet covered in. The dimensions are one hundred feet by forty feet. They are substantially built and are intended to be finished without any unnecessary expense. Another will be required in a year or two at the Little River (now Lacadie). Ground has been prepared for two turn-outs, one at La Bataille, the other at the Little River; and more may be added, as experience shows where they will be most convenient.

The iron and the various descriptions of timber for the road, are delivered. The dressing of the latter has been placed under contract, and a considerable portion is already done. The drawing of the timber along the line has also been placed under contract at very advantageous terms.

Arrangements have also been made to procure a locomotive from England in the spring, four passenger cars from the States, and the various castings for the road, and the iron-work for the freight cars, in this city; so that, with the different parts of the superstructure distributed along the line, and all the requisite previous arrangements made, the Committee may confidently expect to open the road in July next, the exact time depending more on the season than on all other considerations united, as the settling of the ground varies at least three weeks in different years.

I now proceed to give an account of the cost of the various parts hitherto executed and an estimate of the amount required to complete the whole.

AMOUNT EXPENDED

	£	s	d
Graduation, Masonry and Bridges	8514	19	9
Fencing	855	4	11
Timber	4608	4	5
Iron	3333	15	9
Land	1470	16	3½
Station Houses	446	18	10½
Wharves	2166	7	9½
Contingencies, including engineering	1943	3	9½

£23339-11- 7

AMOUNT REQUIRED

Preparing road bed and dressing banks	620	0	0
58 Road and farm crossings	235	0	0
Blocks, splicing plates and nails	516	10	6
Laying down superstructure	4010	0	0
Wharf at St. Johns	600	0	0
Contingencies, including engineering	1200	2	10
Balances due for Timber and Iron	1488	15	1
1 Locomotive	1200	0	0
4 Passenger Cars	750	0	0
20 Freight cars	840	0	0

11460- 8- 5

£34800- 0- 0

Being at the rate of £567 per mile for Graduation, Masonry and Bridges, and £2335 per mile for the road complete, with engine and cars, station houses and wharves. Low as is the cost of the graduation per mile, it has been much increased by the following circumstances: seventeen hundred thousand cubic yards of slate rock were encountered on the Common of Laprairie; the carting, the grand item of expense, has been increased fifty per cent by the rain; but little earth has been moved without the aid of the pick axe; besides which, a large portion of the work was, from these various causes, crowded into the short days, in itself a very serious additional expense.

I have now given at length the account of our summer's work, the amount expended, and the amount yet required; and feel confident that, taking into consideration the impossibility of making the usual preparations, the absence of experienced workmen, the nature of the ground, and the novel mode of conducting the under-

taking, the Committee and Stockholders generally will be satisfied that the most has been made of six months, in locating the line, in completing the fencing, graduation, bridges, masonry and wharf, besides making all necessary arrangements for opening the road in the least possible time next year. For my own part, in reviewing our operations, I do not see where any saving worthy of notice could have been effected.

In conclusion, I beg leave to mention a circumstance which can scarcely be a matter of indifference to the Committee—that this, the first public work undertaken by a private Company in this Province has, from the manner in which it has been conducted, already proved a public benefit, by giving employment and regular pay to hundreds of laborers, who, at parting, warmly expressed their satisfaction at the manner in which they had been treated, mingled with regrets that their services were no longer required. The Canadians formed by far the greater portion of the laborers and maintained their character for behaving with a degree of order and good nature, when working together in large numbers, unequalled by any other people. Many of them had become much reduced by the misfortunes of the last three years and, to such, the railroad has proved a signal benefit—furnishing the poorest with the means of softening the hardships of winter, enabling others to clear their farms from the ruinous encumbrances, and banishing want from the doors of all whose land it has touched.

Respectfully submitted,

WILLIAM R. CASEY, *Engineer.*

The officials in charge of the construction of the railroad were; Peter McGill, Chairman of the Committee of Management; C. H. Castle, Secretary and Treasurer of the Company and in charge of Finances; William D. Lindsay, Commissioner or, to give a more modern title for his position, General Manager; William R. Casey, Chief Engineer; Robert F. Livingston, Assistant Engineer and in charge of field operations; and Overseer McMahon, foreman in charge of the workmen. Judging by contemporary references, the lack of skilled workers and the unfavorable working conditions; it is evident that they were far above the average in ability. The work was well done, was done with remarkable speed and perfect harmony prevailed at all times.

March 29th 1836, the *Morning Courier* reported:

"We are pleased to find that such have been the exertions of the Managing Directors, during the winter, that the timbers for the frame-work are distributed through the whole line ready to be put together for the rails which are also placed in lots at convenient distances. As soon as the snow disappears and the ground dries, the line will be examined by the Engineer and such parts as may have been injured during the winter levelled; after which the adjusting of the framework and the laying of the rails will be commenced on the different sections at the same time. The locomotive engine, which has been ordered from Liverpool, was to be ready for shipment about the beginning of March and is expected by one of the first arrivals; and the cars, waggons, etc., which are being made in Montreal and the United States are nearly ready. The new boat intended to run between Montreal and Laprairie, which is to be commanded by Mr. John Luckin, will be ready for launching when the ice in the river disappears and will immediately take her engines on board from the foundry of Messrs. Wards. It is expected the whole line will be complete about the beginning of July. Passengers will be conveyed from Montreal to St. Johns in about two hours and in returning in about an hour and a half. The tariff for freight and passengers is extremely low."

With the approaching completion of the railroad, public interest was aroused and the following advertisement appeared in the various papers for about two weeks just before the opening of navigation:

CHAMPLAIN AND ST. LAWRENCE RAILROAD

Repeated applications having been made relative to the rates of transport upon the Champlain and St. Lawrence Railroad and more especially with regard to the undermentioned articles; it has been deemed expedient to make known to the public, and particularly to persons at a distance, the low rates decided on in order that commercial men may take advantage of this route to and from the waters of Lake Champlain. It is expected that the road will be in operation on or before the 15th July next of which due notice will be given.

Ashes	2 shillings per barrel
Beef and Pork	1 shilling per barrel
Flour and Meal	6 pence per barrel
Boards and Planks	5 shillings per 1000 feet B. M.

Flour, meal, boards, planks, etc., coming down the river and intended for transport by the Railroad, will save ferriage and cartage by being landed at the Company's wharf at Laprairie.

April 23rd 1836

W. D. LINDSAY, *Commissioner*.

On Monday, May 9th 1836, the semi-annual meeting of the Stockholders was held and the Committee of Management reported as follows:

The Committee of Management of the Champlain and St. Lawrence Railroad beg to submit to the Stockholders of the Company a Report of the progress of the undertaking since they had the honor of addressing them on the 14th December last.

Shortly after the period just mentioned, contracts were entered into by the Commissioner of the Company, for preparing all the materials required for the superstructure of the road, and also for the distribution of the same, when completed, together with the iron along the line of road, and we are happy to state that notwithstanding the unfavorable weather for such work during the past winter, the Commissioner reports that these several contracts have all been regularly fulfilled, and the various materials for completing the road now lie along the line, ready prepared to be put down thereon.

Contracts were entered into with Messrs. Wards, early in the winter, for the completing of twelve freight cars and the castings for eight others, together with a variety of castings of iron work for turn-outs, splicing plates, etc., all of which are rapidly progressing; the splicing plates being completed and in a great measure distributed along the line.

A locomotive ordered in September last and made by Stephenson, who ranks among the first in this department of engineering, was to be shipped, say our correspondents, about the end of March and may be expected among the first vessels; the Company have been most fortunate in the seasonable execution of this order, as well as in that for the iron, which the present high price of that material will clearly testify.

The superior style in which passenger cars are got up in the city of Troy, in the United States, together with the inexperience of the mechanics in this city in the construction of such carriages, induced the Committee to send the Engineer of the Company, Mr. Casey, to Troy in January last, who entered into contracts with Messrs. Eaton and Robinson for two, twenty-four passenger, cars, and with Messrs. Eaton and Gilbert for two, sixteen ditto, complete for the road, and which by late accounts from that place are being finished in a style of elegance worthy of the establishments from which they will emanate, and no doubt with the view of extending their high reputation to this country.

It is most gratifying to state that the wharf at Laprairie, after undergoing an ordeal of no ordinary nature, remains uninjured in the slightest degree, thus justifying the high terms of commendation made use of in the Report which we had the honor to submit at the last half-yearly meeting.

The work on the station house at Laprairie was recommenced on the 13th April and completed, as far as practicable for the present, on the 3rd May. The work also upon the station house at St. Johns is now rapidly progressing.

The state of the graduation of the road is a matter of much congratulation to the Stockholders, for our Engineer reports, and we use his own words, "That the admirable state of the banks will not only facilitate all our operations this year, but is a guarantee that the superstructure will hereafter suffer little if any derangement from the frost. All streams and discharges have been uncommonly high this year, and two or three small culverts will be added to aid the passage of the water across the road—this is all the extra work required." The Engineer also states that about 1200 feet of the timber superstructure has been laid down ready to receive the iron, and that the workmen employed in this branch improve daily in expertness.

We have much pleasure in stating that the steamboat building by Mr. Lindsay, to run in connection with the Railroad, will be ready to launch in a day or two, and as the contract with Messrs. Wards for the engine was entered into as early as the 1st December last, there is every reason to suppose the boat will be ready to take her station upon the ferry about the 10th July.

It now only remains for us to state that the reports of the Engineer and Commissioner are such as confidently lead us to expect that with favorable weather the road may be opened from station house to station house about the 15th July next, and that there is still every reason to suppose the estimate, set forth in the Engineer's Report of December last, will vary but little from the sum necessary to accomplish this desirable result.

PETER MCGILL, *Chairman.*

THE FERRY

Steam ferryboats had been running between Montreal and Laprairie since about 1822 but the service was irregular and unsatisfactory, so to protect the interests of the Company, the Directors applied to the Legislature, in the fall of 1835, for the right to operate a ferry of their own. The request was granted and the Company was authorized to transport for hire, passengers and goods of any kind, between Montreal and Laprairie, and to use such steamboats and other vessels as they deemed convenient and useful for that service.

The first boat to run in connection with the Railroad was the "Princess Victoria", named in honor of the future queen, and it was a notable vessel in its day. Earlier river boats were little more than steam barges, with bluff bows, flat bottoms, broad in proportion to length and with cabins below the main deck. The "Princess Victoria" was probably the first modern river boat on the St. Lawrence; its great length and peculiar model were the wonder of the thousands who visited her. The hull was 169 feet long but only 19 feet wide; the depth of the hold at midship was 11 feet and decreased to 6½ feet at the ends. Extreme length of keel was expected to have the same effect in reducing draught as breadth of beam and it was expected that a long, narrow boat would run much faster. When completed, the draught was only 2½ feet; a necessary feature because of the shoals in the Laprairie Basin and in the rapids off Point St. Charles. The launching took place on May 12th from E. D. Merritt's shipyard and the vessel was sponsored by Mrs. Peter McGill, wife of the president of the railroad company. The ceremony was witnessed by an immense crowd on shore and on board the steamer "Britannia," whose owners had advertised a pleasure trip down the river to see the event. After the launching, the hull was towed up the river to a point near the foot of McGill Street to receive the engine and boiler which had been made in Ward Brothers foundry. The engine was of the walking-beam type and was very large for those

days; the diameter of the cylinder being 40 inches and the stroke 10 feet. A trial trip was made on Saturday afternoon, July 9th, and fully realized the most sanguine expectations of the builder, Mr. Merritt, of Messrs. Ward, the makers of her engine, and of many stockholders who were on board. She made the distance from the Port of Montreal to the Longue Pointe church in 26 minutes, and returning, ran to the Railroad Company's wharf in one hour and twenty-five minutes, passing through the center of St. Mary Current and through the main channel to Laprairie; a channel which other boats had found impracticable to ascend. After stopping for about an hour at Laprairie she returned to Montreal and landed her numerous passengers. The drooping spirits of many on board who had not calculated on going to Laprairie and consequently lost their dinners, were most happily invigorated by the hospitality of her commander, Captain Luckin.

The "Princess Victoria" served the railroad for 12 years and was sold in 1848. By 1843 the traffic had become too heavy for one boat to handle alone so a new one, the "Prince Albert", was put on the Montreal-Laprairie run. It was about the same size as the "Princess Victoria" but it had an iron hull, fabricated in Scotland, and it was the first of the kind in Canada. Several years later, in 1846, a new and much larger iron steamboat, called the "Iron Duke," was built and it ran in connection with the railroad for about 25 years.

Good progress was made with the laying of the track and on June 13th, the Courier announced that five miles on the Laprairie end had been completed and that if the weather continued favorable the whole line would be completed by the middle of July.

The exact nature of the track structure is not definitely known as only a few imperfect fragments exist to-day and the contemporary records do not throw very much light on the subject. On the five mile section between Laprairie and the Cote de la Bataille, which was abandoned in 1852, the old original wood and strap iron rails were left down and as time went on the wood rotted away and the strap-iron was lifted by nearby farmers. This portion of the line was carefully examined and it was found that for several miles from Laprairie, the National Brick Company had made use of the old road bed for a modern industrial railway which too had been abandoned and beyond the end of the modern line, grazing cattle had destroyed all traces of the tracks except at a few places. At these points an examination of the indentations left by the rotted ties and rails indicated that the ties, which probably were cedar, were about nine or ten feet long, about six inches thick and were spaced irregularly 18 to 30 inches, center to center, and traces of rotted wood indicated that possibly there were longitudinal stringers under the ties. The rails consisted of white pine stringers six inches square, secured in place on the ties by triangular wooden blocks or knees firmly spiked to the ties on each side, and the ends of the wooden rails were securely joined by iron splice plates and bolts. Light iron rails, 21½ inches wide and half an inch thick, were laid on top of the

wooden rails and spiked down with flat head spikes set in countersunk holes spaced 18 inches apart. The ends of the iron rails were sometimes cut square and sometimes diagonally and were held together only by the spikes near the ends of the two separate rails. One of the pieces still preserved clearly shows the tendency which the motion of the wheels had to crush the rails at the joints; the wooden under-rails not giving sufficient support. The heads of the rail spikes frequently snapped off under the stress of traffic allowing the thin iron rails to curl upwards and because of this they were called snake-head rails. Many serious accidents were caused by snake-heads on similar railroads in the United States but the only mishap of that kind recorded in connection with the Champlain and St. Lawrence was the time when a snake-head curled up and punctured the water tank of the tender allowing the water to run out and then the engine had to be towed in. The strap rails were used for about fourteen years and were replaced in 1850 and 1851 by 56 pound iron T rails of very good quality brought out from England.

On June 16th 1836 an interesting advertisement was inserted in the *Morning Courier*:

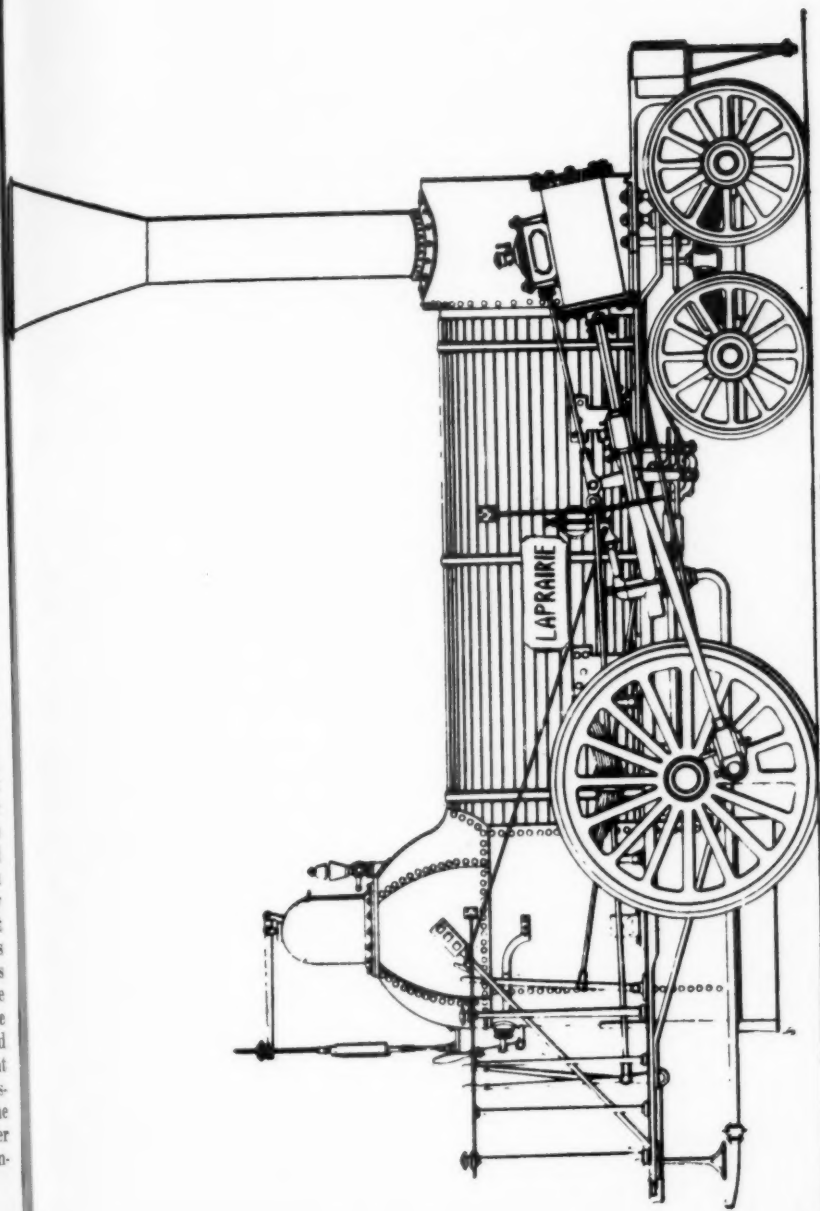
CHAMPLAIN AND ST. LAWRENCE RAILROAD OFFICE

Wanted, a competent person to keep the books of the Company and otherwise take charge of the Railroad office in Montreal. Salary £200 per annum. Two sureties to the extent of £750 will be required and the names of such securities must accompany the application to be addressed and sent to the undersigned on or before the 22nd instant.

C. H. CASTLE, *Treasurer*.

The "Competent person" engaged was a man named Charles E. Anderson and he was the forerunner of the vast accounting departments of modern railways.

The locomotive was shipped from Liverpool about the end of March 1836 and presumably arrived in Canada towards the end of May but unfortunately contemporary records are strangely silent. The newspaper files contain many references to the railroad but not a word about the arrival of the locomotive. The records of the Customs Department record the importation of four passenger cars from the United States through the Port of St. Johns, but not a word about a locomotive. A very tedious examination of the manifests of all incoming ships was made but without result. Tradition relates that when the engine arrived it was boxed up and secreted from the public view and that the first trial trips were made by moonlight with disappointing results. Why this was done is not clear but evidently there is some truth to the story. Perhaps the Directors were uncertain of the possibilities of steam locomotion and preferred to make the first trial in secret so there would be less comment in the event of failure. It may be assumed that the locomotive was dismantled for shipping, was packed in crates and boxes and entered on the Bill of Lading as "boiler and machinery" and consigned to some broker at Quebec. As only the smallest vessels could come up the river to Mon-



C. & St. L. "Laprairie"—Norris, 1837.
(From a drawing by R. R. Brown.)



Examples of Currency Issued by the C. & St. L. R. R.

treal in those days, it is likely that the locomotive was brought up on a barge and taken directly to Laprairie. It is definitely known, however, that on July 21st, 1836 a steam locomotive successfully hauled a train for the first time in what is now the Dominion of Canada.

The four passenger cars which were built in Troy, New York, arrived at St. Johns on July 5th, 1836 and were of two types. The two built by Eaton and Gilbert were first class cars and were divided into two compartments with seats for eight passengers in each compartment, while the two built by Eaton and Robinson were second class, divided into three compartments and carried twenty-four passengers.

The firm of Eaton and Gilbert was a partnership between Orsamus Eaton and Uri Gilbert organized in 1830 to build carriages and becoming, in 1844, the Gilbert Car Manufacturing Company and continuing until 1882. The other firm was a partnership between Brigham L. Eaton and Samuel Robinson, who built stage-coaches during the years from 1835 to 1838.

Contemporary records do not give any additional descriptions of the cars but it is practically certain that they were exactly the same as the cars built by the same builders the year before for the Rensselaer and Saratoga Railroad and the description of the Rensselaer and Saratoga cars will serve:

"The passenger cars are not much larger than those on the street railways. The doors opened on the sides and the tickets are collected by conductors standing on the footboards along the sides of the cars. The arrangements for carrying passengers are quite extensive. There are twenty-four cars belonging to the company—at once spacious, elegant and convenient. They are twenty-four feet in length by eight in breadth, and sufficiently high within for passengers to stand erect, the whole divided into three apartments; the seats of which are cushioned and backed with crimson morocco, trimmed with coach lace; each apartment is surrounded by movable panels, thus affording the comforts and facilities of either a close or open carriage to suit the convenience of the passengers. The outside of the cars is painted a beautiful fawn color, with buff shading, painted in picture panels, with rose, pink and gold borders, and deep lake shading; the small mouldings of delicate stripes of vermilion and opaque black. Within the panels are transferred some of the most splendid productions of the ancient and modern masters, among which are copies from Leonardo da Vinci, Horace Vernet, David, Stuart and many more of the modern school. The whole number of the subjects of the twenty-four cars cannot fall far short of two hundred, as each car averages from six to ten subjects; among which may be enumerated several copies from the antique, Napoleon crossing the Alps, the two splendid scenes from Byron's *Mazeppa*, the Hospital Mount St. Bernard, portraits of most of the distinguished men of our country, the Wounded Tiger, the Avalanche, portraits of distinguished women, views of several of our popular steamboats, the railroad bridge near Philadelphia, and several views in the South. The tout ensemble is more like a movable gallery of the fine arts than a train of railroad cars. The springs of the cars are of Philadelphia make and bear evenly. The journals are on a new plan, obviating all previous objections. The wheels are of cast iron, with patent rolled iron tire, well annealed and wrought, being put on the car wheel while hot. The cooling of the tire, and the contraction of the iron, render it impossible to deviate from its place. The whole is then turned on a steam lathe by machine tools, thus rendering the circle of the wheel perfect from its centre, which is a great desideratum. The cars were made in Troy by those famous coach builders, Gilbert, Veazie and Eaton, aided by Mr. Starbuck, a scientific Machinist." (From Weise's "City of Troy").

While it is not likely that the cars on the Champlain and St. Lawrence Railroad were so "elegantly" decorated it is recorded that they were very comfortably fitted up and elegantly painted outside.

In addition to the four passenger cars the company had sixteen flat cars which were built in Montreal by the Ward brothers who owned the principal foundry and who were stockholders in the company. To accommodate the large number of guests on the opening day, twelve of these flat cars were temporarily fitted up as passenger cars. It is possible that several of these were box cars.

The construction of the Champlain and St. Lawrence Railroad aroused considerable interest in the United States as is evidenced by the following extract from the *New York Star* of February 11th, 1836:

"We rejoice at the spirit of internal improvement which begins to show itself among the people of the British Provinces on this continent. We have been led to these observations by the Reports of the Committee and the engineer of the Champlain and St. Lawrence Railroad Company, whose stock immediately advanced upon their publication very considerably. The work connects the two villages of St. Johns and Laprairie; is 15 miles in length in a direct line, and so level is the country through which it passes, that it is expected to be finished (with a single track) at a cost not exceeding that of grading similar works in the United States. The route has ever been a most tedious one to travellers, requiring in the summer season, on the average about four hours to accomplish it by stages. The work is well advanced and it is expected will be in complete operation the ensuing summer. The grading and general progress of the work has received the unqualified commendation of our chief engineer, Judge Wright, and the rapidity and economy with which it has been done, recollecting the important fact that it was the first undertaking of its kind in Canada, where every one of the 1000 workmen was necessarily unpracticed in his business, reflects the highest credit upon the chief engineer, Mr. William R. Casey, and his assistant, Mr. Robert F. Livingston, and both young citizens of our state and residents of our own city. We should like to make room for Mr. Casey's report, under the conviction that its lucid and candid details will be read with interest by most of our civil engineers, to whom this gentleman is already known. The construction of a railroad from Saratoga Springs to Whitehall (for which a company is already formed and the stock all taken up) will complete a delightful chain of travelling from our cities to Montreal and Quebec and which doubtless will be improved by thousands of our fashionable citizens, who have heretofore been deterred from extending their journeys beyond the Springs by the disagreeable route between Saratoga and Whitehall and between St. Johns and Laprairie."

CHAPTER FOUR

THE OFFICIAL OPENING OF THE RAILROAD—EARLY DIFFICULTIES—SOUTHERN CONNECTIONS

On July 6th, it was announced that the railroad would be opened for the transport of goods and passengers about the middle of the month but, probably because of damage to the locomotive, there was a delay of several days and the official opening did not take place until July 21st 1836.

In marked contrast to the usual lack of contemporary records in connection with the early history of Canadian railways, four lengthy accounts of the opening ceremonies have been found; one in the *Montreal*

Morning Courier of July 23rd, one in the *Montreal Gazette* of July 23rd, one in the French paper *La Minerve* of July 25th, and one in the *Plattsburgh Republican* of July 30th. All four accounts agree on all essential details but each one contains information not found in the others and for that reason the following account is a composite one based on the three Canadian sources; the Plattsburgh account, because of its different character, is given in full, separately.

"The inauguration of Mr. Lachapelle's bridge at Abord a Plouffe, Wednesday last, was followed the next day by a ceremony no less important and well worthy of occupying a place in the annals of our history. On Thursday, July 21st 1836, the Champlain and St. Lawrence Railroad was opened in a manner that reflected the greatest credit upon the railroad company and to the general satisfaction of a numerous and respectable company who had been invited to partake of the hospitality and good cheer of the stockholders of the Company. The completion of this new and admirable mode of communication between the above waters is the first event of the kind that falls to be recorded in the annals of this Province; and judging from the onward march of the spirit of enterprise among us, it may be considered as only the first of a series of railways that will be the necessary auxiliaries to our noble lakes and rivers, in fostering the vast commerce of which this Province is undoubtedly destined to be the seat. Before attempting to give an outline of the proceedings of the day, we would state prominently a circumstance which says much for the candour and good sense of the Committee of Management, and which regards the selection of the necessarily limited company that were specially invited to be present at the opening of the railroad. In the numerous invitations issued, all considerations arising from party politics seem to have been sunk. There was a sprinkling of men of all grades of opinion, from the Democrat to the Aristocrat. On the subject of improving our internal communications, there are, or at all events there ought to be no grounds for serious difference, since in it, all, whether they feel it or not, possess a common interest. And we have no doubt that Thursday's proceedings will have their proper influence in stimulating to the prosecution of other new undertakings similar to that, the completion of which, they were intended to commemorate.

By twenty minutes to eleven o'clock, on the forenoon of Thursday last, a company of nearly 300 ladies and gentlemen, among whom were His Excellency the Earl of Gosford, the Governor-General of Canada; Sir George and Lady Gipps; Sir Charles Grey; Mr. Elliott, the Secretary of the Commissioners; Hon. Peter McGill, the President of the Railroad Company; several members of the Legislative Council and House of Assembly, among whom were Hon. L. J. Papineau and several others of his party, who, in spite of their opposition to the government, were active supporters of the railroad; the officers of the garrison; the Superior of the Seminary; the principal merchants and a number of distinguished strangers who happened to be in Montreal, found themselves in the "Princess Victoria" steamboat under way for Laprairie, ploughing the water of the St. Lawrence, with a beautiful sky overhead, and the fine band of the 32nd Regiment enlivened the company with their superior excellence in the performance of many admired overtures. The distance between the ports was run by this queen of boats, with her numerous passengers, which prevented her from being properly trimmed, in fifty minutes. After landing at the railroad wharf, which runs out into the river a considerable way, the company proceeded to the cars which were waiting at the termination of the railroad to convey them to St. Johns. Before starting, the locomotive engine made two short trial trips with its tender, and as the accident which occurred later to it had not been thoroughly repaired, it was deemed advisable to attach it to only two of the covered passenger cars, all of which were very comfortably fitted up and elegantly painted outside; while the other cars with the rest of the company, were drawn each by two horses. The locomotive with its complement soon shot far ahead of the other cars, which passed along the road just as fast as the nags, which were none of the fleetest, could drag them. The motion was easy and elicited from many, comparisons far from favorable to the usual comforts of travelling by the stage road. In less than two hours from starting all the company had arrived in

St. Johns in good time and in excellent mood for a cold collation in the Railroad Station House, which was pleasantly cool and decorated with green branches. The repast, with its accompaniment of sparkling champagne and madeira, was not more enjoyed than it was universally admitted to be in itself, suitable and excellent. After partaking of the bounty of the stockholders and the good catering of Mr. Swords, with the judicious assistance of David Luck, that attendant on all joyous occasions, the company were requested by the Hon. Peter McGill, the Chairman of the Company, to lose no time in drinking a few toasts he had that day to propose. The first was "The King" and the Hon. Chairman took the opportunity of mentioning all the circumstances connected with the commencement and termination of the route, the advantages it would confer on the Province, and the spirit of enterprise it was destined to create for similar works of which this railroad would be the happy forerunner. All the honours were paid the health. The second toast he gave was "The President of the United States" as the official representative of a people with whom we were now connected; in a happy and he hoped a lasting peace, whose support had been most extensively given to the completion of the present work, and with whom, through its operations, they were to be brought into still greater and closer bonds of union. After the cheers had subsided, Mr. Timothy Follett, of Burlington, Vermont, and a director of the Champlain Transportation Company, returned thanks in a very neat and appropriate address for the honour conferred upon his country and fellow-citizens, and strongly urged upon all present to be influenced by the same enterprise and energy which characterized the American people and which would, he promised, result in the same prosperity. The third toast was "The Earl of Gosford and the Ladies and Gentlemen who have honoured the Company with their presence". His Excellency returned thanks, in a speech delivered with firmness and marked with much neatness. His Lordship alluded in strong terms to the great resources of this company, if properly developed and he urged upon all a spirit of unanimity and concord, which he would do his best ultimately to obtain, and after remarking the glorious termination of a work which united the St. Lawrence and the Richelieu within so small a distance, proposed the health of the Directors of the Company. The Chairman then proposed the health of William D. Lindsay, Esq., the active Commissioner under whose direction the work had so steadily advanced. Mr. Lindsay, in replying, asked for leave to introduce here the ceremony of presenting to Mr. Casey, the Engineer, a gold medal, which had been subscribed for by the overseers along the work. Mr. McMahon, on behalf of his brother overseers, addressed Mr. Casey in terms of eulogium, for his gentlemanly conduct towards them; Mr. McMahon's remarks which were somewhat extended, were delivered with ease and fluency and indicative of much sound sense and judgment, were repeatedly and deservedly cheered. Mr. Casey in accepting this token of gratitude from those who had been under his superintendence, spoke a few words in reply, expressive of his satisfaction at the steady and active conduct of all connected with the work. The Earl of Gosford now claimed a toast for Mr. Casey, whose abilities had been extolled by his employers and whose conduct had been approved of by those under his control. His Lordship also complimented Mr. McMahon upon his speech, and eulogised the general conduct of the labourers connected with the railroad.

After two hours passed very agreeably and pleasantly at the table; it being time now to depart, the company proceeded to the cars. The locomotive in returning took four cars with it, and the other twelve were dragged back, as before, to Laprairie by horses. There would have been almost a surfeit of enjoyment, had nothing occurred to break in upon the pleasures of the day. It was pretty far advanced in the day before all the happy crowd had re-embarked on board the "Princess Victoria" for Montreal and it unfortunately happened that, in consequence of a strong easterly wind and the depth of the boat in the water, she grounded on leaving the wharf. It was not until having transferred some of the passengers into a barge that the vessel was refloated; it then started with such rapidity that the rope which moored the barge to the steamer was broken, leaving the passengers on the barge far behind at the mercy of the waves and it was necessary to turn back and pick them up. When at length she got clear and had proceeded a little way on her voyage, she was again detained by having to lie-to till a man who had fallen overboard was picked up. All these mishaps caused a long delay and after

having gone half a league, the pilot declared that he did not dare descend the rapids to Montreal with the boat so heavily laden. The sky was overcast and it was getting dark, so the boat returned to Laprairie. Upon landing there was a scramble among the passengers for beds, of which few, in proportion to the demand, were to be found. To diminish the disagreements of this mishap, and to extract even amusement from the misfortunes of so pleasant a day, a dance was got up in the Laprairie Hotel, which was continued till a late hour. Those who were able to procure beds that could be slept in, had a fund of amusement for the rest of the night, in recounting to each other their adventures in search of such luxuries.

About six o'clock Friday morning, the "Princess Victoria" landed her valuable cargo in perfect safety, with every cause to make them have agreeable recollections of the opening of the Champlain and St. Lawrence Railroad.

The return trip of the locomotive on Thursday was completed in fifty-nine minutes but, we learn, that yesterday, with four passenger cars and two loaded freight cars, it effected the journey in forty-five minutes, and returned in thirty, over a road of fourteen and a half miles in length. A few repairs have to be made to the engine, and her regular trips commence on Monday next, on the return of the "Princess Victoria" from Quebec, for which she proceeded yesterday at ten, to be registered. She was met by the "Eagle" near Lanoraie, six miles this side of Sorel, so she should be able to effect the forty-five miles in three hours, making on an average eleven hours for the whole route to Quebec. The best previous speed was 20 hours and not many years ago, the pioneer steamboat "Accommodation" took sixty-six hours."

An amusing sidelight to the inauguration of the line appeared in the *Morning Courier* several days after the opening of the line when a very indignant letter from Peter DeWitt, of Chateauguay, was published. He demanded to know the reason why he had not received an invitation to the opening ceremonies and he accused the Directors of the railroad company of having overlooked him deliberately because of his previous opposition to the road. A reply from the Secretary of the railroad company was published a few days later which airily dismissed the charge and stated that an invitation had been sent to Mr. DeWitt and if he had not received it, then it was due to circumstances over which the Company had no control.

In connection with the inauguration there was a circumstance of great interest which is probably unique in railway history. One of the prominent figures on the scene that day was Hon. Louis Joseph Papineau, the leader of the Patriot's Rebellion of 1837, and while he was violently opposed to the government of the day, he was a strong supporter of the railway and had taken an active interest in the passing of the Act of Incorporation through the Legislative Assembly. With him on that gala day in July 1836 were two children, Rosalie and Georges Dessaulles, his niece and nephew. The latter eventually became a Senator and died in 1930 in his 103rd year. In 1927, shortly after his 100th birthday, he was able to describe vividly the opening of the railway 91 years before and he was able to confirm the fact that the steam locomotive was introduced into Canada in 1836 and not in the following year as is usually stated.

Two weeks after the inauguration the *Montreal Gazette* republished an editorial which had appeared in the *Plattsburgh Republican* several days previous:

"We learn by a gentleman who was present at the celebration of the opening of the Champlain and St. Lawrence Railroad on the 21st inst., that the occasion was a very interesting one, and that the arrangements of the Chairman and Committee were in all respects calculated to promote the comfort and happiness of the numerous party who had assembled to witness the opening of the first Railroad ever constructed in any of His Majesty's Provinces in British America. The new and powerful steamer, "Princess Victoria", Captain Luckin, connected with the railroad line, left Montreal about ten o'clock, to meet the cars at Laprairie. About half past one the cars arrived at St. Johns, and at two o'clock the invited guests partook of a collation in the station house, which was got up under the direction of the Committee, on a scale of magnificence worthy of themselves and the occasion. The Chairman of the Railroad Committee, the Hon. Mr. McGill, of Montreal, made a short and appropriate speech which was well received, and concluded by proposing the health of the King, which was drunk in full and flowering bumpers, followed by nine hearty cheers. After the cheering, Lord Gosford rose and in an eloquent, forceful and happy manner made some remarks respecting his Sovereign, who had just been toasted. He then alluded to the important work whose completion they had assembled to celebrate; to the great importance of union among the Canadian population, and in conclusion touched upon the happy relations and kind feelings which existed between Great Britain and the United States. The Chairman then gave "The President of the United States" which was drank in full bumpers, and the cheering was long and loud. After the cheering was over, Judge Follett, of Burlington, rose and thanked the Chairman on behalf of his countrymen, for the unexpected compliment paid to the people of the United States, by noticing their Chief Magistrate upon such an occasion and in a manner so flattering to the pride of an American. The remarks of Judge Follett were remarkably eloquent, pertinent and happy. After occupying the floor about ten minutes, he resumed his seat amidst the applause of the gentlemen and the approving smiles of the many distinguished ladies present. Jason C. Pierce Esq., of St. Johns, so long and advantageously known to the business men in our country, was one of the Committee for constructing the railroad in question, and by his zeal and activity in prosecuting the work to its completion, has secured the confidence and esteem of all the friends of internal improvement in Canada. We congratulate our Canada neighbors upon the completion of their railroad. It is a finished work of its kind and is highly creditable to the enterprise and patriotism of the gentlemen who furnished the means for its construction."

The locomotive "Dorchester" performed well enough on the opening day but it had had an accident and was in a damaged condition. Unfortunately the contemporary records do not relate the nature of the accident nor the extent of the damage but undoubtedly it was due to a derailment. Tradition relates that the engineer, who was sent out from England to set up and run the engine, deserted his job and went to the States, and it would be interesting to know if this accident had anything to do with his hurried departure. Whoever he was and regardless of his disappearance, to him must go the honor of being the first to drive a locomotive in Canada. The locomotive seems to have remained in service for about a week but was taken out of service at the end of July. The advertisement which had been appearing daily in the various newspapers, in addition to giving the time table, mentioned that the locomotive was running between Laprairie and St. Johns but on July 30th a significant change was made when the word cars was substituted for locomotive and

on the same day the following notice appeared and continued for some time:

The Champlain and St. Lawrence Railroad beg to inform the Public that they are not yet prepared to take freight to St. Johns and that due notice will be given when they are ready.

Evidently repairs were completed by August 9th as the *Gazette* on that date announced:

"We are glad to learn that the locomotive engine is again in operation on the St. Johns railroad. The new engineer has given it an examination and made a trial of its speed yesterday. With four cars attached to it, it went to St. Johns in forty-eight minutes and returned with five cars in forty-one. From Montreal to St. Johns a person may now be conveyed in an hour and a quarter, a slight change from the old system of travelling, when some four to six hours of most uncomfortable jolting were by no means unusual, with an occasional risk of meeting the fate of the coach on an American road, somewhere in the "far west", which was swallowed up, horses, passengers and baggage, in an enormous mud puddle, and nothing left but the driver's hat, floating on the surface, to indicate the spot where the coach had gone down. A few years ago, a trip to Laprairie was considered a very pleasant excursion for families, but it was now extended to St. Johns and we are happy to find that many avail themselves of the novelty afforded by the railroad."

The new engineer mentioned was Ziba Pangborn, a native of Vermont, who was then Chief Engineer of the Molson steamboat line. He, with the assistance of other marine engineers, endeavored to operate the locomotive but with only fair success. All of their experience had been with low pressure marine engines and they must have regarded the comparatively high pressure locomotive as a dangerous monster to be handled cautiously.

The *Gazette* of August 9th recorded what was undoubtedly the first fatal railway accident in Canada, "An accident recently occurred on the St. Johns Railroad, in consequence of an attempt made by a Canadian, who had been employed on the work from its commencement, to jump upon one of the cars while it was impelled with great velocity by the locomotive. Missing his grasp, he was caught by the wheels, by which his leg was broken. The wound proved so serious that he died the next morning."

During the first month or so the railroad seems to have been run in a very careless manner and on the 25th of August a very indignant correspondent wrote to the *Courier* from St. Johns complaining that the train had left St. Johns that morning without waiting for the arrival of the Lake Champlain steamboat which was a little bit late but was already in sight and docked about ten minutes after the train had left. The reason given by the agent of the railroad at St. Johns was that connections had to be made with the steamboat at Laprairie but the writer pointed out that such a reason was ridiculous as the train had come up from Laprairie the previous afternoon in 30 minutes and that there would have been plenty of time to wait for the Lake Champlain boat and still get to Laprairie before the "Princess Victoria" left for Montreal. The poor passengers had to wait at St. Johns from a little after nine o'clock in the morning until three o'clock in the afternoon but what is more interesting is the fact that the train had made the trip the previous day at a speed greater than 30 miles per hour.

During the remainder of the summer of 1836 the railroad continued to function in a limited way and though the locomotive worked very well at times its operation was not well understood and at times horses had to be substituted. During the following winter, from the end of November to the middle of April when train service was suspended, the locomotive was taken to the machine shop of the steamboat line, of which Ziba Pangborn was foreman, where it was taken to pieces, examined in all its parts and then thoroughly repaired.

On September 1st 1836 it was reported that thieves had broken into the Railroad Office at Laprairie the previous night but as all financial transactions with the Company had been handled by the Purser of the "Princess Victoria" there was no money in the office and the loot consisted only of a cap and two old coats.

The embargo on freight which had been in force since July 30th was lifted on the 1st of October and as the locomotive was again in fair running order a very large amount of freight was handled during October and November.

During the month of January the following advertisement appeared in all the papers:

Champlain and St. Lawrence Railroad Tenders will be received by the Champlain and St. Lawrence Railroad at their office on Commissioners Street on or before twelve o'clock noon the 31st inst., for delivery in their wood yard at Laprairie by the 1st of July next of

2000 cords of steamboat wood
300 cords of dry tamarack

Tenders for part will be received and security required.

By order,

CHAS. E. ANDERSON

With the opening of navigation in April 1837, the operation of the railroad was resumed and a number of permanent appointments were made in what might be called the Operating Department. A. H. Brainard became the first Superintendent; Ziba Pangborn was the first Master Mechanic; George W. Pangborn, who had been, during the summer of 1836, assistant engineer on the steamboat "Princess Victoria", became the first regularly appointed locomotive engineer; Moise Latulippe, who had been a stoker on the same boat, was the first locomotive fireman. Tom Maguire and a Frenchman named Coulombe were the first Conductors and Denis Maguire was the first Road Master. Ziba Pangborn died in 1847 and was succeeded by John Dodsworth, Sr., who subsequently replaced A. H. Brainard as Superintendent. Other early engine drivers on the Champlain and St. Lawrence included Moise Latulippe; George Philipps, Daniel Salt; John Dodsworth Jr., Charles Clark; Bishop; Louis Masson; M. Watson; James Pray; and an extra man named Robert Bothwell who usually operated a stationary engine; he had only one eye and was called Blind Bob. John Dodsworth Jr., became very well known in later years as the Mechanical Superintendent of the South Eastern Railway.

Although the locomotive had been repaired and put in good running order and George Pangborn was rapidly becoming more expert in

handling it, its short wheel-base and its tendency to teeter prevented any very fast running. In the *Montreal Transcript* of July 18th 1837 there was an account of some of the fast trains in England and how a locomotive named the "Eden" had recently run 12 miles in 10 minutes, a speed of 72 miles per hour. The writer concluded by saying, "We have heard it remarked that the locomotive on the St. Johns Railroad is sinking into the opposite extreme." This, however, should not be considered a reflection on the engine or on George Pangborn; the little "Dorchester" could and frequently did run at a speed of over 30 miles per hour and when one considers its small size, its unsuitable wheel arrangement and the very rough track, it really performed very well.

The greatest objection to the Champlain route was the fact that four costly transshipments were necessary; complicated further by the lack of proper facilities for handling freight at St. Johns. One Montreal merchant wrote to the *Transcript* in July 1837 complaining about the excessive wharfage charges made at St. Johns and stated that it was cheaper to bring goods from New York by sea than by way of Lake Champlain and the railroad and that most of the merchants and importers of Montreal had agreed not to import by way of St. Johns until the Directors of the Railroad should see fit to construct a wharf of their own or until some wharfinger acquired a conscience!

A very interesting and practically unknown fact in connection with the history of the Champlain and St. Lawrence Railroad was the issue of its own money. In May 1837 the banks throughout the United States and Canada suspended specie payment and before long money of any kind became very scarce. The economic disturbance was aggravated in Canada by political troubles and there was a good deal of hoarding. To provide small change, many of the leading merchants issued notes or tokens for small amounts and we have the curious example of a newly-opened pioneer railroad issuing its own paper money. The notes of the Champlain and St. Lawrence Railroad were issued on August 1st 1837 and were for 12½, 25 and 50 cents; the values being shown in Canadian, American and French terms; for example, the 50 cent note was marked two shillings six pence Halifax Currency, half dollar American and un ecu in French. They were engraved by Rawdon, Wright and Hatch of New York and the design of the three notes included views of the Stockton and Darlington Railway.

In the Lower Canada Almanack and Montreal Commercial Directory for the year 1840 was published the complete passenger and freight tariff and the rules and regulations regarding the sale of tickets and the conduct of the passengers. It is interesting to note that all seats were reserved as in modern parlor and sleeping cars.

One hundred and thirty-five items were listed in the freight tariff and the average rate, and the rate of all articles not enumerated, was 12 shillings 6 pence Halifax currency per ton between Laprairie and St. Johns, or about 17 cents per ton mile—an average that would be very pleasing to modern railway executives.

The rates of passage for passengers were: First Class, with baggage not over 30 pounds; Railroad and Ferry, 5 shillings; Railroad only 4 shillings; Ferry only 7½ pence. Same day over and back, 7 shillings

6 pence. Second Class, Railroad and Ferry, 2 shillings 6 pence; Railroad only, 2 shillings. Children under twelve years of age, half price.

In addition to the regulations relating to the receiving and delivering of freight, there were certain rules for the observance of passengers:

1. Passengers by the Railroad are requested to procure their tickets on board the Princess Victoria, before the train starts, and also to occupy the place in the car indicated by their tickets.

2. Passengers wishing to take advantage of the tickets to and from St. Johns the same day, must state their intentions on procuring the same, otherwise full fare will be charged each way, and they are requested to pay attention to the notification upon one of the tickets, in order to secure their return seats.

3. No person allowed to go on the engine under a penalty of 10 shillings for each offense.

4. No smoking allowed in the First Class cars under a penalty of 10 shillings for each offense.

5. No person allowed to go on the top of the cars under a penalty of 25 shillings for each offense.

6. No dogs allowed in the First Class cars under a penalty of 20 shillings for each offense

The principal officials of the company for 1840 were:

J. E. MILLS, *Chairman*
JOHN MOLSON, *Deputy-Chairman*

HENRY STEPHENS
JAMES KEITH
JAMES LOGAN
JOSEPH SHUTER

THOMAS CRINGAN
JASON C. PIERCE
WILLIAM S. PHILLIPS
Directors

C. H. CASTLE, *Treasurer*
W. D. LINDSAY, *Commissioner*
W. McCULLOCH, *Bookkeeper*
ALEXANDER BOYD, *Purser of ferry*
JAMES THOMPSON, *Captain of ferry*
H. DUCLOS, *Clerk at Laprairie*
V. TITUS, *Clerk at St. Johns*

The first three seasons during which the Champlain and St. Lawrence Railroad operated were only moderately profitable but in 1839 the traffic receipts jumped about 50%. It is not likely that this improvement was due to better economic conditions as Canada was still in a state of depression but rather to the purchase of the two new Norris locomotives and the railroad's consequent ability to handle a much larger volume of traffic. The pioneer period, from 1836 to 1852, taken as a whole was very profitable and the stockholders had every reason to congratulate themselves on having invested their money in what was originally considered a rather unpromising venture. During the first fifteen years of the railroad's existence the total dividends on each £50 share amounted to £116-14-9 or nearly two and a half times the original investment.

Hindsight often shows a previous lack of foresight and in this respect the directors of the Champlain and St. Lawrence Railroad were no exception. It is easily seen now how terribly they blundered when they paid out practically all of the profits in the form of dividends; especially in 1850 when the dividends amounted to 36½% and the directors knew that large disbursements would have to be made in the very near future. If only they had paid moderate dividends, built up a healthy surplus and

a reserve for improvements and replacements; when the time came to modernize the road and build the extensions; these improvements could have been paid for, to a great extent, out of past earnings. As it happened the improvements had to be financed by the issue of additional stock, the sale of bonds and by mortgages; to such an extent that the credit of the company was impaired and the resulting top-heavy financial structure, the subsequent struggle for supremacy and the great depression of 1857 eventually brought about the financial ruin of the company. True, the profits made during the years 1851 and 1852, amounting to about \$95,000, were applied on the new works but it was too late and the amount was comparatively small as the cost of the Rouses Point extension alone was over \$360,000.

Year	Traffic Receipts	Net Profit	Dividend per Share	Rate
1836	£ 6042	£ 1986	—	—
1837	10177	2665	£ 6-9-0	13½%
1838	9799	2522	—	—
1839	15496	8188	12-10-0	25
1840	13339	5107	7-10-0	15
1841	14000	5242	8-0-0	16
1842	13600	4899	7-10-0	15
1843	11800	3800	6-19-0	14
1844	15233	6418	8-2-9	16½
1845	20100	9847	9-6-0	18½
1846	20700	10203	9-6-0	18½
1847	22300	8360	9-6-0	18½
1848	20000	7344	6-0-0	12
1849	20900	7932	8-0-0	16
1850	21400	9048	18-5-0	36½
1851	26000	8480	—	—
1852	35247	15289	—	—
		£117330	£116-14-9	

SOUTHERN CONNECTIONS

When the Champlain and St. Lawrence Railroad was opened in 1836, the southern connections consisted only of the steamboats of the Champlain Transportation Company, from St. Johns to Whitehall, at the south end of Lake Champlain. An interesting feature of this connection is the fact that after one hundred years the Champlain Transportation Company is still in business, though it is many years since this company has formed an important link in the chain of international transportation. From Whitehall to the head of navigation on the Hudson River there was a choice of routes; either by stagecoach or by canal packet boat; and south of Saratoga Springs there were two railways to Albany and Troy, then by Hudson River steamboat to New York.

The boats on the line run on Lake Champlain in 1836 were the "Franklin", Captain Richard W. Sherman, and the "Winooski", Captain Dan Lyon. The boats left opposite ends of the lake at one o'clock P. M.; the "Franklin" from St. Johns on Mondays, Wednesdays and Fridays and the "Winooski" on Tuesdays, Thursdays and Saturdays. If this arrangement was followed then it must have been the "Winooski"

that sailed from St. Johns on the day of the official opening of the railroad.

To handle the increased traffic and to replace the "Franklin" which, though only nine years old, was of an antiquated type; the Champlain Transportation Company determined to build a new and modern steamboat of the most improved model and design. Built during the summer of 1836 it was given the name "Burlington" and was put in service in the spring of 1837 under the command of Captain Richard W. Sherman. The "Burlington" was one of the first really modern boats, was beautifully fitted up and was one of the most famous inland steamboats ever built. In 1842, Charles Dickens travelled from Montreal to New York by this route and, while he said little of the railroad, his comments on the boat are of great interest:

"There is one American boat * * * which is called the "Burlington", is a perfectly exquisite achievement of neatness, elegance and order. The decks are drawing rooms; the cabins are boudoirs, choicely furnished and adorned with prints, pictures and musical instruments; every nook and corner of the vessel is a perfect curiosity of graceful comfort and beautiful contrivance. Captain Sherman, her commander, to whose ingenuity and excellent taste these results are solely attributable, has bravely and worthily distinguished himself on more than one trying occasion. He and his vessel are held in universal respect."

During the season of 1837 the "Burlington" and the "Winooski" were on the line run but in 1838 the latter boat was replaced by a new one named the "Whitehall". It was similar to the "Burlington" but less elaborately fitted up; her finish was done in a plain, substantial and respectable style and all extravagance carefully avoided.

Between Whitehall and the Hudson River there was not only a choice of routes but also a choice of means of conveyance. For about twelve years there was no railroad north of Saratoga Springs and over this part of the route travellers could ride in a stagecoach or on a canal packet boat. The stagecoaches had been running for many years and while undoubtedly they were much speedier than the canal boats, the country is so rough and hilly that the ride must have been rather bumpy. In 1830, shortly after the completion of the Champlain canal, Peter Comstock, of Whitehall, commenced running a canal packet boat named the "Red Bird" and, before very long, many other boats were added and regular service given; with boats dispatched at specified hours. These canal boats were ordinary barges, of somewhat lighter construction than the freight barges, and had a long narrow cabin occupying the entire hold. The internal arrangements were not unlike a modern sleeping car with two or three rows of folding bunks along each side of the cabin; usually there was a long table along the middle of the cabin, with chairs or seats of some sort; a wash room either off the cabin or on deck; sometimes a kitchen and nearly always a bar. The ladies cabin was adjustable according to the needs of the particular voyage and consisted simply of a curtain hung across the cabin near one end. On December 10th 1848, the Saratoga and Washington Railroad was opened between Whitehall and Saratoga and this ended the career of the packet boats and the several lines of stagecoaches.

From Saratoga to the Hudson River there were two lines of railroad; on July 2nd 1833, a through line was opened to Albany over the Saratoga and Schenectady Railroad and the Mohawk and Hudson Railroad, and two years later, on August 19th 1835, the Rensselaer and Saratoga Railroad was opened from Saratoga to Troy, a much more direct route. In October 1835, the Rensselaer and Saratoga Railroad and the operators of the canal packet boats and the stagecoaches organized a through line from Troy to Whitehall by which the trip could be made in nine hours. With the inauguration of this service, in connection with the steamboats of the Hudson River and Lake Champlain, the Rensselaer and Saratoga Railroad became, and continues to the present day a part of the most direct route between Montreal and New York.

All of the railroads between Whitehall and the Hudson River were owned by a group of financiers, headed by Daniel Drew and Nelson Robinson, the well-known steamboat operators on the Hudson River, and during the summer of 1849 they purchased control of the Champlain Transportation Company. Their connection with other steamboat lines and their financial interest in various railroads led them to inaugurate a more progressive policy for the old Champlain Transportation Company. The Saratoga and Washington Railroad, from Whitehall to Saratoga, having been completed after many delays, a through line was established between Montreal and New York via the Champlain and St. Lawrence Railroad, from Montreal to St. Johns; the boats of the Champlain Transportation Company from St. Johns to Whitehall; the Saratoga and Washington and the Rensselaer and Saratoga Railroads from Whitehall to Troy; and the Citizen's Line steamboats from Troy to New York. This became known as the "North and South Through Line" and passengers were thereby enabled to buy tickets and check their baggage direct between Montreal and New York for the first time.

CHAPTER FIVE

EXTENSIONS TO ROUSES POINT AND ST. LAMBERT AND THE FIRST SIGNS OF FINANCIAL TROUBLES.

For about ten years the Champlain and St. Lawrence Railroad was content to remain a primitive portage line—a weak link in a chain of transportation which, however, was quite adequate for the comparatively small amount of traffic between Canada and the United States. In 1845 the railroad still had only the three original locomotives, the strap-iron rails were still in use and during the winter the service was practically suspended. Canada's overseas trade had to come and go by the way of the St. Lawrence River which was blocked with ice for five or six months of the year and during those months trade was at a stand-still. Better times were in sight however; in 1845, the American government, for the first time, granted bonding privileges to Canada, thus permitting Canadian trade to pass through American ports without paying duty. This arrangement was very beneficial to both countries and it is likely that this act was the real beginning of the friendly relations between the two countries which even to-day are unique in a world filled with antipathy and distrust. Canada was just recovering from the political troubles of the

thirties and the prospect of improved trade marked the beginning of a period of prosperity which continued until the great depression of 1857 and during this period, and in spite of the large number of new steamboats built, the railroad mileage increased from 30 in 1845 to 1444 in 1857.

Several international rail routes were projected in the middle forties, notably the St. Lawrence and Atlantic Railway and the Atlantic and St. Lawrence Railroad, chartered in 1845, and which together were to extend from Longueuil, across the river from Montreal, to Portland, Maine, and there were rumors of a line of railway from some point on the Vermont Central Railroad to Rouses Point and westward to Ogdensburgh, at the foot of navigation on Lake Ontario. In view of these developments it was only natural that the Directors of the Champlain and St. Lawrence Railroad should consider modernizing their line and extending it to connect with the projected American roads. Some difficulty was experienced in raising the necessary capital and nothing was done for several years until the nearing completion of rival lines threatened the very existence of the Champlain and St. Lawrence and then with a sudden burst of activity, two extensions were built and the old railroad then became part of a through line of railway from Montreal to Boston, New York and other American cities and this was the first through international railway line opened.

In 1848 a charter had been granted to the Montreal and Province Line Junction Railway to build a line from the terminus of the Champlain and St. Lawrence Railroad, at St. Johns, to the Province Line, or international boundary between the United States and Canada, near the town of Rouses Point, but as no work of any kind was done under this charter, the promoters and the directors of the Champlain and St. Lawrence, in 1850, jointly petitioned the Legislature that the rights granted to the Montreal and Province Line Junction Railway be transferred to the Champlain and St. Lawrence Railroad.

The northern terminus of the Champlain and St. Lawrence at Laprairie, originally selected because it was the point on the St. Lawrence River nearest to St. Johns, was never very satisfactory; the wharf there was about eight miles up the river from Montreal and the rapids and shoals between made navigation very difficult and even dangerous in stormy weather. To remedy this defect, it was decided to build a branch line to a point directly opposite Montreal and abandon the old terminus at Laprairie.

Accordingly an amendment to the original charter was passed on August 10th 1850, authorizing the company to build a branch line from some point on its present line, between Laprairie and St. Johns, to some point opposite or nearly opposite the City of Montreal and of continuing their line from some point near the terminus at St. Johns to the Province Line, near Rouses Point, there to connect with the American roads in course of construction. To finance the two new lines the Company was authorized to issue new stock to the extent of £185,000 and, if that should be insufficient, an additional £75,000.

At the annual meeting held on January 20th 1851, the directors reported as follows:

"You are aware that two years since, the extension of the road from St. Johns to Rouses Point was decided upon and that a charter for that purpose was obtained. Books of subscription were opened and it was the desire and intention of your Committee to carry out the proposed plans, but the public of Montreal were not alive to the necessity of forming a junction with the several railroads in course of construction in the adjoining states and fast approaching our city, to secure to us that trade which was springing up between Canada and the United States, and therefore no action was taken for some time. During the past winter your Committee saw that the time had arrived when it was advisable to make such efforts as would succeed in carrying through the undertaking; accordingly they applied to the Legislature at its last session and obtained additional powers. Immediately on the Act becoming law, your Committee caused several lines to be surveyed; and having made a contract with H. R. Campbell, on terms which were laid before you at a Special General Meeting on the 13th of August last, the road was located and the work forthwith commenced and will be ready for operations by the beginning of July next. Mr. Campbell has undertaken the completion of the road, from St. Johns to the Ogdensburgh road (right-of-way, land damages and engineering excepted) for £75,000, payable as follows:—£28,125 in stock, £28,125 in Bonds, redeemable in ten years, and the remainder in Iron Rails, for which your Committee had previously contracted. It is estimated that the total cost of the Rouses Point extension will be about \$360,000.

The Directors also reported the following rolling stock :

First class locomotives	2
Second class locomotives	1
8 wheel First Class cars	2
8 wheel second class cars	2
8 wheel baggage cars	1
8 wheel box cars	14
8 wheel platform cars	13
4 wheel first class cars	6
4 wheel second class cars	6
4 wheel platform cars	30

The southern extension from St. Johns to Rouses Point was completed first and on August 16th 1851 the first passenger train ran through from Laprairie. No engineering difficulties were encountered; the line was perfectly straight and ran through a level and well drained country. Some parts of the line were not raised sufficiently above the ground level and this involved extra work later and also disputes with the contractor.

At Rouses Point, connection was made with the Vermont and Canada Railroad, leading direct to Boston and New York, over which passengers and freight were conveyed without transshipment. Connection was also made with the Northern Railroad of New York which ran westward from Rouses Point to Ogdensburgh, at the foot of navigation on Lake Ontario. From 1851 until the Grand Trunk Railway was opened in 1857, this was the favorite route from Montreal to towns in Ontario.

Rouses Point was also the point of union with the Steamboats of the Champlain Transportation Company which served to connect the Champlain and St. Lawrence Railroad with the Rutland and Burlington Railroad to Boston and also with the extensive system of railroads extending southward from Whitehall to Albany, Troy, New York and westward to Buffalo. The extension of the railroad necessitated the moving of the northern terminus of the steamboat line south to Rouses Point and the spring of 1852 saw the town of St. Johns without the Lake Champlain

steamers for the first time since the old "Vermont's" maiden voyage in June 1809. The change was made on September 6th 1851 and the last boat to clear from St. Johns was the "Whitehall". Irregular calls were made subsequently but the old through line to St. Johns was a thing of the past. Jason C. Pierce, one of the principal promoters of the railroad, was the agent in St. Johns of the Champlain Transportation Company and when he realized that the extension of the railroad would make St. Johns a way station, it so depressed him that he died a few minutes after the "Whitehall" left St. Johns for the last time.

The northern branch to the new terminus at South Montreal, on Moffat's Island near St. Lambert, was completed and opened for traffic on January 14th 1852; it left the old main line at a point $5\frac{1}{2}$ miles from Laprairie and ran in a northerly direction, $10\frac{1}{2}$ miles, to a point directly opposite Montreal, where the town of St. Lambert is now. There it curved towards the river, gradually descended into a deep cutting and then crossed on a viaduct, 700 yards, to Moffat's Island, then across the island and out on to a long wharf, the end of which was 1200 yards from the St. Lambert shore and about an equal distance from the Montreal shore. This terminus remained in use until about 1874 and traces of it are still visible about 500 yards downstream from the Victoria Bridge. On the St. Lambert shore, the company owned 36 acres of land on which were erected extensive workshops, engine and station houses and, as there was no town there then, cottages to accommodate twenty families.

After the two extensions were completed it was found that the financial structure of the company was in a very unsatisfactory state. The new construction and improvements had been financed to the extent of £205,223 by loans from banks at very high rates of interest and it was evident that this indebtedness would have to be refunded at a much lower rate of interest.

The actual amount expended on the road and its equipment up to January 1st 1853 was	£343,827
which was made up as follows:	
Capital stock paid up	£105,000
First installment of 10% on new stock	8,190
Expended on works out of surplus profits	25,414
Bonds not bearing mortgage	74,850
Bank loans	130,373
	<hr/>
	£343,827
To which must be added:	
Stock payable to the contractor on completion of the work	20,000
Expenditure to be made on works nearly completed	10,900
	<hr/>
Making the total cost of the road	£374,727
or in the present currency	\$1,500,000
The current liabilities of the Company which required immediate liquidation were:	
Mortgage on Moffat's Island	£ 1,400
Due to contractors	10,900
Due to banks	130,373
Bonds not bearing mortgage	74,850
	<hr/>
	£217,523

CHAMPLAIN AND ST. LAWRENCE RAILROAD.



PRESENT ARRANGEMENT.

ON MONDAY NEXT, the 16th INSTANT, the General Arrangement will be as follows :—

<i>From Montreal.</i> <i>Princess Victoria.</i> 9 o'clock, A.M. 1 o'clock, P.M. 5 do P.M.]	<i>From Laprairie</i> <i>Cars by Locomotive.</i> 10 o'clock, A.M. 6 do P.M.
<i>From St. Johns.</i> <i>Cars by Locomotive.</i> 9 o'clock, A. M. 4 to 3 do P.M.	<i>From Laprairie.</i> <i>Princess Victoria.</i> 6 o'clock, A.M. 10½ do A.M. 3 o'clock, P.M.

ON SUNDAYS.

<i>From Montreal.</i> <i>Princess Victoria.</i> 10 o'clock, A.M., or on landing of the Lake Cham- plain passengers.	<i>From St. Johns.</i> <i>Cars by Locomotive.</i> 8 o'clock, A.M. or on the arrival of the Lake Cham- plain Boat.
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FARES.—First Class Passengers, 5s. Ditto, Over and Back same day, 5s., (provided they state their intentions on taking their Tickets.)
Second Class Passengers, 2s. 6d. Ditto, Over and Back same day, 3s. 9d., (provided they state their intentions on taking their Tickets.)

All Freight to be paid for on delivery.

Application for Freight or passage from Mon-
treal to be made on board the Princess Victoria.

Railroad Office,
Montreal, May 12, 1842. }

CHAMPLAIN AND ST. LAWRENCE RAILROAD.



SUMMER ARRANGEMENT.

STEAMERS.

FROM MONTREAL.

6 o'clock, A.M.,
10 do do } Mail and Passengers for Lake
Champlain Boats.
12 do Noon.
5 do P.M. Passengers for L. Champlain.

FROM LAPRAIRIE

6 o'clock, A.M., Market Passengers.
8½ do do } Mail and Passengers, or on
arrival of Cars.
2½ do P.M. } Lake Champlain Passengers
or on arrival of Cars.
6 do do } Passengers, or on arrival of
Boat from Montreal.

RAILROAD CARS.

FROM ST. JOHNS.

7½ o'clock, A.M., Mail and Passengers.
1½ do P.M. } Lake Champlain Passengers
or on arrival of Boats.

FROM LAPRAIRIE.

9½ o'clock, A.M.
11½ do do } Mail and Passengers for
Lake Boats.
3 do P.M. Freight and Passengers.
6 do do } Lake Champlain Passengers
or on arrival of Boat
from Montreal.

SUNDAYS.

Steamers.

FROM MONTREAL.

3 o'clock, P.M.

FROM LAPRAIRIE.

8½ o'clock, A.M., or
on arrival of Cars.

Cars.

FROM ST. JOHNS.

7½ o'clock, A.M.

FROM LAPRAIRIE.

4 o'clock, P.M.

A. H. BRAINERD,

Supt.

Railroad Office.

Montreal, July 22, 1850.

mt—123

An amendment to the charter was passed in 1852 which authorized the company to increase its Capital Stock by £225,000 and to issue debentures, secured by a mortgage on the lands, revenues and property of the company, to the extent of £175,000. These debentures were sold in 1853, mostly in England, and they bore interest at 6%. Twenty years later, when these debentures became due, the company was unable to redeem them so they were bought up by the Grand Trunk Railway and that company foreclosed on the property, bringing to an end the corporate existence of Canada's pioneer railroad.

By the Act in question, the proceeds from the sale of these debentures, amounting to £175,000, had to be applied in the following manner:

To redeem bonds previously issued and not bearing mortgage	£74,850
To pay off contractors	£10,900

leaving a balance of £89,250 to be used to partly pay off the bank loans amounting to £130,373.

These arrangements placed the company in a much sounder financial position and it is likely that all would have gone well and the company would have had another period of great prosperity but in the mean time a competitor had appeared on the scene and there followed a four-year period of bitter rivalry which ended finally in the ruination of both companies.

With the completion of the Rouses Point extension, the Company intended to run, in connection with the Vermont and Canada Railroad, through cars to Boston and New York and the Canadian Government was requested to allow the use of foreign rolling stock on Canadian lines provided they were used in regular line service. The amending Act of 1852 authorized the Champlain and St. Lawrence Railroad to cross, intersect, join and unite with any other railroad and to enter into any agreement with any other railroad company, either in Canada or the United States, for the operation of joint through services, for the use of each other's rolling stock, and for the leasing of other lines by the Champlain and St. Lawrence or vice versa. It further provided that any locomotive, tender, car or carriage of any foreign railroad company brought into Canada in pursuance of any such agreement, but remaining the property of such foreign company, and intended to pass regularly between this province and a foreign state, shall, for all purposes of the laws relative to Customs, be considered as carriages of travellers coming into this province with the intent of immediately leaving it again, and as such would be exempt from all Customs duties. A similar ruling was made by the American government and it is likely that this was the first international agreement of the kind and so far as Canada and the United States are concerned this rule is still in force.

CHAPTER SIX

RIVALRY AND AMALGAMATION

In 1847 a little railway was built from Bonaventure Street Station in Montreal to Lachine, to pass the rapids in the St. Lawrence River, and connected at Lachine with the steamboats for the Ottawa River, the upper St. Lawrence and Lake Ontario. It was almost entirely a passenger road but, though the traffic was very heavy during the summers, the company did not prosper; no dividends were ever paid and, three years after the opening of the road, the shares were selling at 75% discount.

The road was $7\frac{1}{2}$ miles long and, for 5 miles, was built on swampy ground through which the little St. Peter River meandered. Evidently this poor ground was chosen because it was cheap but the saving was more than offset by the fact that more than half of the line had to be supported on piles and was very expensive to build. The first sod was turned in August 1846 and most of the work done that year consisted of dumping thousands of loads of earth, trees and other debris into the swamp, and it was not until November 1847 that the railway was completed.

Montreal Witness, November 8th 1847

"We are glad to see that the Montreal and Lachine Railroad is rapidly approaching completion and is confidently expected to be opened in the last week of this month. The terminus at this end, though not boasting of much architectural ornament, will be a very spacious and comfortable building. On Saturday (Nov. 6th) we saw the engine recently purchased in the United States; two others being ordered from England; moving in great state along St. Antoine Street, to be set up and placed on the line. It weighs no less than seventeen tons and the boiler was drawn by eighteen horses!"

Montreal Witness, November 22nd 1847

"Opening of the Montreal and Lachine Railroad"

"On Friday last (Nov. 19) this important work was opened to the public, by the passage of a train of cars from Bonaventure Street Station to Lachine. The Directors have had no slight obstacles to overcome in their prosecution of their valuable enterprise, but the work is at last completed; and it has been finished in a singularly short period. The short course of the Canadian summer has sufficed for the beginning, middle and the end of this industrial epic; and this result has been attained by the energetic co-operation of Messrs. Brown and Company, the contractors, with the Board of Directors. The train started about one o'clock with the president, the Hon. James G. Ferrier, a large number of shareholders and directors and their guests. Among these were His Excellency Lord Elgin, the Hon. Messrs., Daly, Sherwood, McGill, Papineau, Caley and Badgley and a numerous body of the most influential of our fellow citizens. There were eight cars, of all classes, attached to the engine and with this weight the speed attained was about twenty miles per hour, the entire distance being performed in twenty minutes. The shed at the Griffintown (Montreal) end of the line is a very large open building, amply sufficient for the intended purpose, and the Lachine terminus is upon a spacious wharf abutting upon the river and intended to afford moorage for steamers, which will no doubt, land and embark, at that place, numerous passengers departing for, or arriving from, Upper Canada and the United States. Owing to the manner in which the rails are laid and the superior condition of the springs, the hangings and the buffers of the cars, the motion on this road is of a peculiarly smooth and equable character. The inside fittings are precisely on the English plan; the first class cars are furnished in a luxurious manner, with satin hangings, the softest cushions and

silk blinds. The second class are substantial with comfortable leather seats, and windows to protect the inmates against the inclemency of the weather. The third class are open. After the trip to and from Lachine, the company adjourned to Donegana's Hotel, where the directors had provided for their guests a very handsome and substantial lunch."

The engineering firm of Kinmond, Hutton and Steel, of Dundee, Scotland, supplied the rails, fittings, cars and three locomotives, one of which, however, the "John Molson", was sold to the Champlain and St. Lawrence Railroad, though about twelve years later, after the amalgamation of 1857, it came to the Lachine line, for which it was originally intended. With the locomotives came the Manager of the railway, Sandy Millar, formerly Locomotive Superintendent of the Dundee and Arbroath Railway, and before very long he acquired a reputation for excessively fast driving. About the same time, W. L. Kinmond, a nephew of the senior partner of the Dundee firm, came out to Canada to supervise the setting up of the engines and he stayed to witness the opening of the road. He was so much impressed with the country and its prospects that he returned several years later and opened a locomotive factory and machine shop in Montreal (see Bulletin 22), and about 45 years after the opening of the Lachine Railroad he wrote an account of the event which shows how some speed records are made; he stated that Sandy Millar ran the train out to Lachine in 11 minutes and back in 9 minutes and that the distance was 11 miles, thus indicating a speed of well over a mile a minute. Unfortunately for his veracity the distance was only $7\frac{1}{2}$ miles.

The English, compartment type passenger cars, which continued in use until about 1874, were very unpopular, especially with women who did not like travelling in a compartment with strangers and, because the doors were always locked when the train was running, many of the passengers feared the possible consequences of a wreck. A reckless engine driver, named Patrick Kelly, acquired such a reputation for speedy and careless driving that many of the people of Lachine were afraid to ride behind him and usually patronized the stage coaches, which competed successfully with the railway for many years.

The gauge adopted by the Montreal and Lachine Railroad was 4' 9", though standard gauge rolling stock was used, and it was not changed to 4' 8 $\frac{1}{2}$ " until about 1873.

The Montreal and Lachine Railroad is of considerable interest to numismatists because of the metallic tickets used. The third class passengers consisted of immigrants, lumbermen, Indians and, for a few years, workmen on the Lachine Canal, so it was thought necessary to have something more substantial and impressive than the ordinary paper tickets and a supply of tokens was ordered from Birmingham. They were sold to the passengers at the stations and then collected by the conductor, who carried them strung on a piece of wire, and naturally they were used over and over again. They were about the size of a Fifty Cent piece and had a round hole in the centre; on one side was the picture of an old Planet type locomotive and the inscription "Montreal and Lachine Railroad Company"; and on the other side a picture of a beaver and the inscription "Third Class". They are quite rare now, as the balance

remaining in the hands of the railroad were melted at St. Lambert in September 1862, thus leaving a comparatively small number in circulation.

About 1849 the directors of the Montreal and Lachine Railroad were badly bitten by the "expansion bug" and two courses lay open to them—they could build north and west to tap the vast potential traffic of the Ottawa Valley, the upper St. Lawrence and Lake Ontario; or they could build south from Caughnawaga, an Indian village, on the south side of the St. Lawrence River opposite Lachine, and try to take away from the Champlain and St. Lawrence Railroad, some of the profitable international traffic. On August 10th 1850, two amendments to the charter of the Montreal and Lachine Railroad were granted by the Legislature; one provided for the construction of a line, to be called the Grand St. Lawrence and Ottawa Junction Railway, from Lachine up the Ottawa valley as far as Grenville or Hawkesbury and then across to Prescott, to connect there with the steamboats of Lake Ontario. The other amendment authorized the Montreal and Lachine Railroad to amalgamate with the Lake St. Louis and Province Line Railway, which had been chartered on June 24th 1848 to build a line from Caughnawaga to the International Boundary near the village of Mooers, New York, but which had not been built nor even started. Had the directors decided to build the line to Prescott there can be no doubt but that it would have been very profitable and eventually it would have formed part of a grand trunk line to Upper Canada but, unfortunately for all concerned, other influences were at work.

The Lake St. Louis and Province Line Railroad, though not formally amalgamated with the Lachine Railroad until after it was completed in 1852, undoubtedly originated with the proprietors of the Lachine Railroad, who probably were envious of the dividends that had been paid to the shareholders of the Champlain and St. Lawrence Railroad. The Lachine Railroad had turned out to be an unproductive concern, so they got up the project of the Caughnawaga road in the natural desire of improving the value and prospects of their property by extending the line and securing to it new connections and additional sources of revenue. It appeared most desirable to them, with this object in view, to build a road which would connect them with the United States and with the Ogdensburgh Railroad, which, they thought, would give them a share of the international traffic and also direct connections to Lake Ontario. The Canadian company might construct a road from Caughnawaga to the border but could not proceed one inch beyond; the boundary line occurred in a dense forest and the Ogdensburgh Railroad was $2\frac{1}{2}$ miles away. How to get there was the difficulty and in this dilemma, James G. Ferrier, president of the Caughnawaga company and a director of the Lachine company, and William F. Coffin, president of the Lachine company, were sent by the Board of the Lachine Railroad to Plattsburgh to invite the co-operation of the citizens of that city to help the Lachine Railroad out of its difficulties and out of Canada, by building a railroad from Plattsburgh to connect with the Canadian road at the boundary. Plattsburgh warmly supported the scheme which, while it

gave to the Lachine Railroad access to the United States, to the Ogdensburgh Railroad and to Plattsburgh, secured to them, in return, communication with the Ogdensburgh Railroad and with Montreal. A common interest and a common necessity united the parties; one wanted to get in and the other wanted to get out of Canada. Unfortunately for the good people of Plattsburgh, their railroad proved to be the innocent bystander who suffered most of the damage during the ensuing disputes; it was deserted by its Canadian friends and murdered by its American rivals.

On April 4th 1851, an agreement was entered into at Plattsburgh between the American and Canadian companies providing for the immediate and simultaneous construction of the two roads. It also provided for the operation of a steam car-ferry between Lachine and Caughnawaga; the Plattsburgh company to assume one-third of the expenses and receive one-third of the profits, if any. Under this agreement, both companies broke ground in July 1851 and on September 20th 1852 both roads were opened with the usual ceremonies. On January 1st 1852, the Montreal and Lachine Railroad and the Lake St. Louis and Province Line Railroad were reorganized and consolidated under the new name, Montreal and New York Railroad Company. After this reorganization and a few days before the completion of the through line it was thought necessary to renew the existing agreement with the Plattsburgh and Montreal Railroad and by a formal contract, made on September 15th 1852, it was agreed that the line of railway from Plattsburgh to Montreal should be run and operated as one road and provided for the completion of the respective roads, wharves, and buildings, not merely for their respective use, but for the mutual and permanent use of each other, as parts of one continuous line of railroad.

This competition was the cause of great concern to the directors of the Champlain and St. Lawrence Railroad; their road had been extended and modernized recently at a great cost and it seemed to them that its very existence was at stake. For about two years there was a period of cut-throat competition during which rates were cut and both roads used every possible method to secure as much of the traffic as they could. In this respect the Champlain and St. Lawrence Railroad, because of its friendly relations with the Vermont Central Railroad and the Champlain Transportation, had a distinct advantage over the Montreal and New York Railroad, which depended on rather uncertain connections with the Rutland and Burlington Railroad, and, in spite of all, the Champlain and St. Lawrence was able to pay all operating expenses and the interest on its bonded debt while the Montreal and New York was run at a disastrous loss and was just able to meet operating expenses.

In the autumn of 1853, a small group, consisting of certain directors and bondholders of the Montreal and New York Railroad, realizing that their road would never pay under existing conditions, quietly acquired a larger interest in the Champlain and St. Lawrence than they had in the Montreal and New York, and apparently they planned to wreck both companies and thereby, as bondholders, get possession of both properties at a fraction of their value, and at the expense of the stockholders. Negotiations were started to put an end to the competition, and the members

of the controlling group found themselves in the peculiar position of negotiating with themselves; they had recently acquired control of the Champlain and St. Lawrence and it was proposed that this road should purchase its younger and smaller rival, the Montreal and New York, which they also owned. Everything went smoothly and an amalgamation agreement was ratified by both companies when one of the old directors of the Champlain and St. Lawrence Railroad announced rather indiscreetly that under the name of an amalgamation it was intended to absorb, extirpate and destroy utterly the Montreal and New York Railroad; to sell off the rolling stock, take up and sell the iron rails and dispose of the buildings and land. The Champlain and St. Lawrence was then accused of trying to perpetuate its ancient and vexatious monopoly; the residents along the line of the Caughnawaga Division protested vigorously against the proposed abandonment of that line and, finally, the government refused to sanction the amalgamation. Both roads were now controlled by the same group but, though competition was practically eliminated, there was not enough traffic to support the two.

Through service to Plattsburgh, over the Montreal and New York Railroad, was discontinued and local trains operated between Caughnawaga and Hemmingford only, much to the distress of the Plattsburgh and Montreal Railroad which also, about the same time, had lost its southern connections through the enmity of the Vermont Central Railroad and the Champlain Transportation Company and, before long, it was in the hands of a Receiver and did not recover until many years later when it was acquired by the Delaware and Hudson Company.

In Canada conditions gradually went from bad to worse and in January 1857 a joint committee, composed of John Ostell, Thomas Ryan, A. M. Delisle and James G. Ferrier, met to examine into the circumstances and position of the two companies. They recommended a complete fusion of the two companies and the following terms:

1. That stock in the Montreal and New York Railroad be exchanged for stock in the Champlain and St. Lawrence Railroad, in the proportion of $1\frac{1}{4}$ share for one.
2. That no further calls be made on the new Preference shares of the Champlain and St. Lawrence Company and that for every £50 already paid an ordinary share should be given.
3. The Bank of Montreal having consented, on certain conditions, to accept a settlement of the debt due by the Montreal and New York Railroad at a discount of 67%, the combined companies should buy the bonds from the bank and divide them pro-rata to each shareholder.
4. The affairs of both companies be forthwith placed under the management of two Boards of Directors, composed of the same persons, nine in number.
5. Legislative action be sought to legalize the amalgamation.
6. All law suits pending be suspended.

The Report was accepted by a special joint meeting of the shareholders of the two companies, held on February 14th 1857, and the following were elected members of the two new Boards: James G. Ferrier, John Molson, A. M. Delisle, Wm. Dow, Wm. Molson, Wm. Macdonald, John Ostell, Charles S. Pierce and Thomas Ryan. An Act of Parliament authorizing and confirming the amalgamation agreement received Royal Assent on May 27th 1857 and stated that henceforth the combined companies would be one corporation known as the Montreal and Champlain Railroad Company, and, to prevent the abandonment of any part of

the road, further stipulated that at least one train had to be run on every line of the company every day, Sunday excepted.

The amalgamation did not have the desired result; though conditions were aggravated by the great depression of 1857, and in 1862 the company was faced by another crisis. During that five year period, though hampered by its floating debt and lack of working capital, the company was able to meet operating expenses and the interest on the bonded debt; though in many instances the Directors were obliged to interpose their individual security; but it was impossible to create a surplus or a sinking fund out of earnings and accordingly when the £50,000 First Mortgage Lachine Division Bonds matured, on February 10th 1862, the company reached the point where it was unable to meet its obligations. To prevent the railroad falling into the hands of the bond holders, to the extinction of all other claims and the share capital, a special committee was appointed to investigate the affairs of the company and report to a special meeting of the creditors and shareholders, which was held on March 14th 1862. The committee proposed to raise, by means of a Preference stock, the sum of £130,000 to pay off in cash the following:

Lachine Division First Mortgage Bonds	£ 50,000
Caughnawaga Division First Mortgage Bonds	40,000
Mortgage on Moffat's Island	1,400
Bank of Montreal, secured debt	10,943
Bank of Montreal, unsecured debt	9,875
Directors' notes	15,685
Open accounts	2,087
	<hr/>
	£130,000

Also to issue 6% First Mortgage Bonds, to the amount of £192,000, secured by the entire property of the company, and give them in exchange for older bonds secured by the Champlain Division only. The proposals were accepted, an Act of Parliament authorizing the reorganization received Royal Assent on June 9th 1862, but unfortunately no one would buy the new Preferred Stock. The Civil War was raging in the United States and, while the ordinary people in Canada and to a great extent in England too, strongly sympathized with the North in its efforts to preserve the Union and abolish slavery, the government circles openly favored the South and for a time it seemed as if war between the United States and England was inevitable. Under such conditions it was only natural that the people of Montreal would hesitate investing their money in a railroad which might be completely destroyed in the event of hostilities.

In the meantime the Grand Trunk Railway had been built from Portland, Maine, through Montreal, Toronto, and Port Huron to Detroit and, with characteristic indifference to local conditions, the passenger station for Montreal had been located very inconveniently at Point St. Charles, near the Victoria Bridge, far from the centre of the city. From the Victoria Bridge, the Grand Trunk ran due west, crossing the Lachine Division of the Montreal and Champlain Railroad about 200 yards west of the present St. Henri station. Peter McGill and James G. Ferrier, two of the principal shareholders of the Montreal and Champlain Rail-

road and both past presidents, had become directors of the Grand Trunk and they suggested to their co-directors of that company that arrangements be made with the Montreal and Champlain Railroad for running rights between St. Henri and Bonaventure Station; a project which the Mayor and Council of Montreal heartily indorsed.

When the Montreal and Champlain Railroad failed to reorganize and was on the verge of bankruptcy, the directors of the Grand Trunk decided that the time was ripe for action and, accordingly, on September 25th 1863 a lease was signed whereby the Grand Trunk took possession of the lines, property, rolling stock, ferry steamers, tools and equipment of all kinds belonging to the Montreal and Champlain Railroad for a period of twenty-one years. As rental, the Grand Trunk agreed to pay for the years 1864, 1865 and 1866 the sum of \$100,000 and, for the remaining years of the lease, one-fifteenth of the Net Operating Revenue. With this rental, the Montreal and Champlain Railroad had to pay only the interest on its indebtedness and create a sinking fund to retire its bonds when they became due. The Grand Trunk immediately laid down a connecting curve at St. Henri and third rails from there to Bonaventure Station to accommodate the broad gauge rolling stock and, ever since, the Bonaventure Station has been the principal terminus, in Montreal, of the Grand Trunk and its successor the Canadian National Railways and this arrangement also accounts for the long roundabout way from the Victoria Bridge to the station. Because of the difference in gauge the Montreal and Champlain Railroad, though leased by and under the control of the Grand Trunk, remained a separate entity and retained its own name until the Grand Trunk changed to standard gauge in 1873 and 1874. The Grand Trunk was interested only in the Bonaventure Station and made no effort to operate the Montreal and Champlain Railroad profitably and before long the annual rental dwindled to almost nothing. The decline in the Operating Revenue was also due to the fact that after January 1st 1864 the through trains of the Vermont Central no longer ran over the Montreal and Champlain Railroad between Rouses Point and St. Johns, but ran over their own new line from Swanton to St. Johns.

The Grand Trunk's disregard for the rights of the shareholders of the Montreal and Champlain Railroad is further exemplified by the fact that during the summer of 1873, just before the Grand Trunk was changed to standard gauge, all service was suspended on the Champlain Division and the tracks used for the storage of new standard gauge locomotives and cars received from American builders. The people of the district, naturally annoyed by the total suspension of train service on what had once been a very busy line, retaliated by removing and hiding all the brake wheels and coupling pins of the rolling stock stored there.

In the autumn of 1873 certain bonds of the Montreal and Champlain Railroad became due and, because the revenue had been insufficient to cover interest charges and create a sinking fund, the company was unable to redeem them. It is supposed that the Grand Trunk had been buying up the bonds quietly because, when the Montreal and Champlain failed to redeem them, the Grand Trunk foreclosed and took permanent possession of the property, thus bringing to a close the independent history of Canada's first railway.

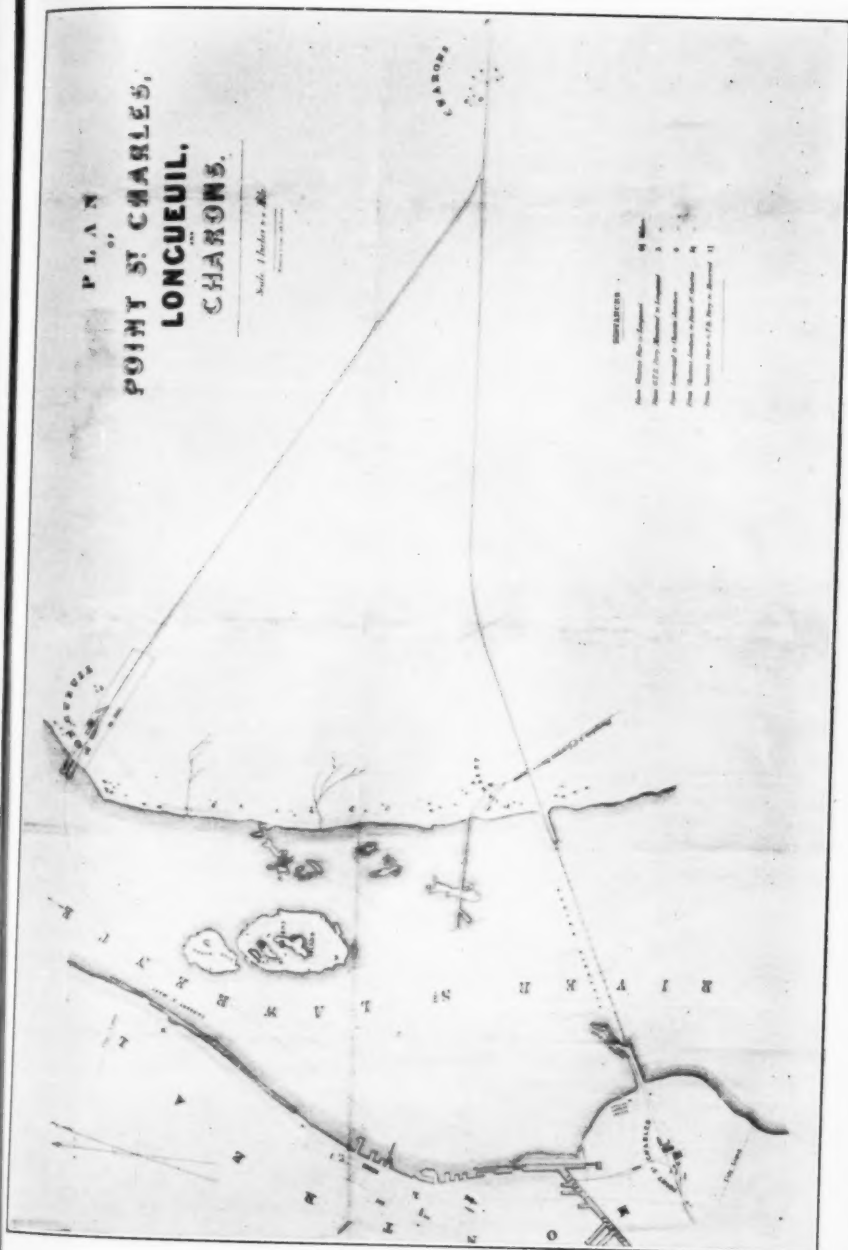
PLAN OF POINT ST CHARLES, LONGUEUIL, CHARENES.

Scale 1/4 inch = 1 mile

Published by the War Office

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Champlain and St. Lawrence R. R. Old Terminus at Laprairie.

CHAPTER SEVEN

ROLLING STOCK OF THE MONTREAL AND CHAMPLAIN RAILROAD

Official records of the rolling stock of the Montreal and Champlain Railroad, and its predecessor companies, are few and far between and the following list is compiled partly from builders' lists and partly from the recollections of old-timers but as it checks, as to quantity, with a few official lists, it is believed to be correct. The Champlain and St. Lawrence had eleven locomotives and the Montreal and New York had eight, making a total of nineteen; three were sold and one was lost in a swamp, leaving fifteen. The Grand Trunk Annual Report for 1864 shows 15 engines received from the Montreal and Champlain Railroad.

	Dec. 1836	Dec. 1840	Dec. 1850	Dec. 1851	Dec. 1857	Sept. 1863
Locomotives						
1st class	1	2	2	4	12	
2nd class		1	1	1		
3rd class				1	3	15
8 Wheel cars						
1st class			2	5		
2nd class			2	2		
Baggage			1	2		
Box			14	19		
Platform			13	19		
4 Wheel cars						
1st class	2	6	6			
2nd class	2	6	6			
Box	4	4				
Platform	16	30	30	30		
Handcars				6		

LOCOMOTIVES OF THE CHAMPLAIN AND ST. LAWRENCE RAILROAD

1836	Dorchester	0-4-0	9x14	48"	6 tons	Stephenson
1837	Laprairie	4-2-0	9x18	48"	8 tons	Norris
1839	Jason C. Pierce	4-2-0	9x18	48"	8 tons	Norris
1846	Montreal	4-4-0	11x16	54"	10 tons	Baldwin
1848	John Molson	2-2-2	13x18	72"	16 tons	Kinmond
1850	Little Greenback	0-6-0				
1851	St. Lawrence	4-4-0	15x20	60"	19 tons	Baldwin
1851	St. Lambert	4-4-0	14x20	66"	20 tons	Taunton
1852	St. Helen	4-4-0	14x20	66"	20 tons	Taunton
1852	Dorchester (2)	4-4-0	16x20	60"	22 tons	Taunton
1852	Laprairie (2)	4-4-0	16x20	60"	22 tons	Taunton

LOCOMOTIVES OF THE MONTREAL AND NEW YORK RAILROAD

Lachine Division

1847	Lachine	4-4-0				Norris (?)
1848	Montreal	2-2-2	13x18	72"	16 tons	Kinmond
1848	Jas. G. Ferrier	2-2-2	13x18	72"	16 tons	Kinmond

Caughnawaga Division

1852	Souhegan	4-4-0	10½x20	54"	Hinkley
1852	New York	4-4-0	14x20	66"	Amoskeag
1852	Caughnawaga	4-4-0	14x20	66"	Amoskeag
1853	St. Remi	4-4-0	13x22	60"	Amoskeag
1853	Hemmingford	4-4-0	13x22	60"	Amoskeag

"DORCHESTER"—1836

There has been more misinformation printed about the locomotive "Dorchester" than almost any other subject in Canadian history and, in addition, several grotesque and very inaccurate drawings pretended to represent it have been widely circulated. A few writers on Canadian history have even stated that the "Samson" of the Albion Mines Railway, in Nova Scotia, was the first locomotive in British North America but it has been definitely established beyond all possible doubt that the "Dorchester" was the first by nearly two and a half years.

The engine was named in honor of the town of Dorchester, as St. Johns was officially if not popularly known from 1815 to 1835, but because of its short wheelbase and skittish habits it was more commonly known by its nickname "Kitten". Early newspaper accounts and other references in 1836 and 1837 do not mention the name "Dorchester" so it is possible that the engine was not named until later, when the two Norris engines appeared on the line.

Many years of fruitless search have failed to unearth a single authentic and contemporary picture of the "Dorchester" and it is likely that there are none although there are many bogus ones. Of these, the best known is the one formerly exhibited in the Chateau de Ramezay Museum, Montreal, showing a 2-4-2 type engine, a tender with a large wooden barrel, a flat car and two passenger cars. Mr. John Loye blames himself for having produced this monstrosity, but unjustly, as the blame lies elsewhere. In 1903, he consulted the late Alex. Walmsley, of St. Johns, then in his 78th year, who made some rough sketches of the locomotive and some cars, and from these Mr. Loye made drawings of the "Dorchester" with the impossible 2-4-2 wheel arrangement and other drawings of cars of various types. These were published in the *Montreal Herald* in August 1903 together with an explanatory article and there his responsibility ends. Shortly afterwards, the *St. Johns News* reproduced these pictures, without Mr. Loye's knowledge or consent, and, to make matters worse, stated that they were old contemporary drawings that had been unearthed recently. A Mrs. Wight, of St. Johns, a lady who has always taken a great interest in local history, commissioned an artist friend to make a new drawing showing a complete train but using the pictures in the *St. Johns News* as models. The resulting drawing is a charcoal or crayon drawing about 40 inches long by about 18 inches high and it is still in Mrs. Wight's possession. Subsequently she had a number of photographic copies made which she gave to her friends and one of them found its way to the Chateau de Ramezay Museum. From there copies scattered to the far corners of the earth, to be reproduced in histories and books of various kinds and even appeared on a Chinese calender printed in Canton.

Equally inaccurate is the half-size model built in the shops of the Canadian National Railways in 1927. This model is intended to represent a 2-4-0 type but as it has no side rods it really is a sort of a 2-2-2-0 type. The whole thing from the stable lantern at the front to the water barrel at the rear is impossible.

The only picture that has any claim to authenticity is an engraving on the case of a gold watch which belonged to George W. Pangborn, first engineer of the "Dorchester", and now in the possession of his grandson, E. J. W. Pangborn, of Colton, California. This shows a 4-2-0 type engine with a haystack firebox but as these two features correspond with the reputed reconstruction; it may be assumed that the engraving is a crude representation of Canada's pioneer locomotive after it had been rebuilt.

Turning now to known facts, the "Dorchester" was built by the famous firm of Robert Stephenson and Company, then of Newcastle-on-Tyne but now of Darlington, England, and according to their records it was the 127th locomotive built by them; the order for it was booked on October 26th 1835 and it was completed about the first of March 1836.

Details supplied by Mr. J. G. H. Warren, author of "A Century of Locomotive Building by Robert Stephenson and Co.", and an authority on early Stephenson locomotives and taken from the records of the company:

Locomotive for the St. Johns Railway, Montreal.

Gauge	4' 8½"
Type	0-4-0
Cylinders	9x14"
Wheels	48"—wood
Boiler	6' 6" x 2' 3"
Tubes, number	64
Tubes, diameter	1½"
Heating surface	213.53 sq. ft.
Grate area	5.16 sq. ft.
Weight in working order	112 cwt. 0 qrs. 19 lbs. (12,563 lbs.)
Weight, empty	110 cwt. 2 qrs. 19 lbs. (11,275 lbs.)

The dimensions given in F. Whishaw's "Railways of Great Britain", published in 1840 agree with the above except that the wheels are stated to have been "two of 4 feet diameter, driving; two of 4 feet diameter, carrying"; and in addition, the dimensions of the firebox are given: 18¼" long, 43" wide and 28" high above the grate bars. Similar details are to be found also in Nicholas Wood's "Practical Treatise", Third Edition, published in 1838.

Stephenson's records show that the "Dorchester" was a 0-4-0 type, or one of their standard "Samson" type, but according to Whishaw the wheels were not coupled and the engine was a "Planet" type with the leading wheels the same diameter as the driving wheels, making the engine a 2-2-0 type. Seeking an authoritative opinion on the wheel arrangement; Mr. C. F. Dendy Marshall, an authority on early English locomotives, was consulted and he stated that it was quite certain that the "Dorchester" was coupled or 0-4-0 type and that Whishaw had made the same mistake in other instances.

The exact position of the dome was also a matter of doubt but Mr. Warren expressed the opinion that it was mounted on the barrel of the boiler just behind the smokestack and not above the firebox as had been the case on similar engines built previously by Robert Stephenson and Co.

The wood and strap-iron track of the Champlain and St. Lawrence R. R. was very roughly built; the "Dorchester" was about 13 feet long but with a wheel base of only 5 feet and as a result the engine was very unsteady and could run safely only at very low speeds. After the purchase of two Norris 4-2-0 locomotives in 1837 and 1839, their superior ability to negotiate the rough and uneven track was immediately perceived and the Directors then decided to rebuild the "Dorchester." The exact date and the details of the reconstruction are not definitely known; in fact, beyond a tradition in the Pangborn family, there is no real proof that the engine was rebuilt but a careful consideration of the information handed down by the Pangborns leads to the conclusion that the story is probably true. Apparently the alteration was made about 1840 and consisted of lengthening the frames, removal of the front wheels and the application of a truck making the engine a 4-2-0 type, and the installation of a new and larger boiler with a haystack firebox.

In 1849 the locomotive "Dorchester" was sold to the St. Lawrence and Industrie Railroad, then under construction from Lanorae to Joliette. Curiously enough, being the first locomotive of the Champlain and St. Lawrence R. R., it was the first on any line now forming part of the Canadian National Railways and its inauguration of service on the St. Lawrence and Industrie R. R., made it the first on any of the lines now forming part of the Canadian Pacific Railway.

After serving the St. Lawrence and Industrie R. R. for 15 years, the "Dorchester" lived up to its old nickname "Kitten" and after jumping the track, near the village of St. Thomas, it romped off into the woods and was badly smashed up. One of the brass nameplates was wrenched off and lost but 20 years later it was turned up by a farmer while ploughing and he gave it to the museum of the college at Joliette. This plate is all that now remains of Canada's pioneer locomotive. After the wreck of 1864, the damaged engine was sent to Carrier and Laine Foundry, Levis, for repairs but it was found to be in such bad condition that it was not worth repairing and so the "Dorchester" came to an untimely end.

"LAPRAIRIE"—1837 AND "JASON C. PIERCE"—1839

In July 1836 the Norris locomotive, "George Washington" on the Philadelphia and Columbia Railroad, made a name for itself and its builder by the noteworthy performance of hauling a train, weighing 19,200 pounds, up an inclined plane 28000 feet long and with a grade of 1 in 14.

The locomotive "Dorchester" had not proved very satisfactory and the directors of the Champlain and St. Lawrence Railroad determined to purchase two of the famous Norris locomotives. The "Laprairie" was built in 1837 and the "Jason C. Pierce" probably in 1839. They were

shipped from Philadelphia to St. Johns by barge, going by way of the Hudson River and Lake Champlain, and it is said that, because of the limited facilities available, considerable difficulty was experienced getting them ashore at St. Johns.

The records of the Norris Locomotive Works are not now available and there are no official records of these two engines but, as they survived until 1881 and possibly a few years later, they are known to have weighed about 8 tons so it is likely that they were Norris class C engines with the following dimensions :

Cylinders	9x18"
Driving wheels	48"
Truck wheels	30"
Wheel arrangement	4-2-0
Length of boiler	12'
Length of tubes	7'
Number of tubes	58
Diameter of tubes	2"
Heating surface	917 sq. feet
Weight in running order	15,705 pounds
Weight on drivers	8,022 pounds

The characteristic features of the Norris locomotives were; rather light bar frames, boilers of small diameter with 2" copper flues and semi-circular fireboxes of the same material. Each firebox was surmounted by a hemispherical dome of "Haystack" pattern, and this dome was in turn crowned by a much smaller one, also hemispherical, and usually made of polished brass or copper, which carried the safety valve on its top. The whistle usually was mounted in the centre of a cup-shaped fitting of polished brass which was attached to the side of the larger dome. The 4-2-0 wheel arrangement was ideal for the rough strap iron rails and in comparison with the "Dorchester" the "Laprairie" and "Jason C. Pierce" were very successful. They were finally disposed of, in 1850, only because of their small size and like the "Dorchester" were sold to the St. Lawrence and Industrie Village Railway, where they remained in service until 1881 when that railway was bought by the Quebec, Montreal, Ottawa and Occidental Railway, now part of the Canadian Pacific Railway. It is said that they were then sold to the L'Assomption Railway where they were destroyed by fire several years later, but this story cannot be confirmed. While on the St. Lawrence and Industrie Railroad, the "Jason C. Pierce" retained its nameplate but it was usually known as the "Pacaud", this being the name of a prominent politician.

"MONTREAL"—1846

When traffic began to increase rapidly about 1845, it was soon found that the three little original locomotives were not sufficiently powerful, so a new and slightly larger one was purchased from M. W. Baldwin in 1846. The "Montreal" was a 10 ton, 8 wheel, class G engine; it was the 265th built by Baldwin and was the first "American" or 4-4-0 type locomotive in Canada. The known dimensions were :

Cylinders	11x16"
Diameter of driving wheels	54"
Diameter of truck wheels	30"
Length of tubes	9' 3"
Number of tubes	93
Diameter of tubes	1 5/8"
Length of engine	18 feet
Weight of engine	10 tons

Inside connected with half-crank axles and outside frames.

After the amalgamation of 1857 there were two engines named "Montreal" and for a time this one was called the "Little Montreal." It is believed that one of them was later renamed the "Lady Molson."

"JOHN MOLSON"—1848

This was one of three locomotives ordered in 1847 by the Montreal and Lachine Railroad from Kinmond, Hutton and Steel, of Dundee, Scotland, and arrived in Canada in 1848. The Lachine Railroad found that two locomotives would be sufficient so one was sold, probably before delivery, to the Champlain and St. Lawrence Railroad where it was given the name "John Molson". It was originally a 2-2-2 type but was later altered to 4-2-2 type. It had 13x18 cylinders, 72" driving wheels and it weighed about 16 tons. It was very elaborately ornamented with polished brass trimmings but it was not a very successful engine. The small diameter of the cylinders, the short stroke and the comparatively large driving wheels made it very hard to start, especially in winter, and it could never handle more than about three cars. However, once it got started it was very fast and from about 1852 until about 1857 it hauled a fast Mail Train, consisting of three cars, between St. Lambert and Rouses Point, 42 miles, in 75 minutes, including three stops for wood and water. While this speed was not exceptional, it was better than the present schedule over the same line. For several years in the late fifties it ran on the Stanstead, Shefford and Chambly Railway during the period when that railway was leased by the Champlain and St. Lawrence and subsequently it ended its days on the Lachine Division, surviving until about 1874.

"ST. LAWRENCE"—1851

With the opening of the southern extension to Rouses Point and connection with American roads and the use of much heavier American type cars, more powerful locomotives were needed and five were ordered. The first to arrive was the "St. Lawrence" built by the Baldwin Locomotive Works:

Type	4-4-0
Cylinders	15x20"
Diameter of driving wheels	60"
Weight	19 tons
Builder's number	420

It was inside connected with half-crank front driving axle, outside frame and it was the first locomotive in Canada to have the Stephenson valve gear.

"ST. LAMBERT"—1851 AND "ST. HELEN"—1852

Two passenger locomotives built by the Taunton Locomotive Works, Taunton, Mass.

Type	4-4-0
Cylinders	14x20"
Diameter of driving wheels	66"
Weight	20 tons
Builder's Numbers	84 and 99

The "St. Lambert" survived for many years and is still remembered as "Le Petit St. Lambert"

SECOND "DORCHESTER" AND SECOND "LAPRAIRIE"—1852

Two freight engines built by the Taunton Locomotive Works:

Type	4-4-0
Cylinders	16x20"
Diameter of driving wheels	60"
Weight	22 tons
Builder's numbers	103 and 113

"LITTLE GREENBACK"

A small 0-6-0 freight engine imported from England about 1850 which ran between St. Lambert and Rouses Point for about twenty years. No details are known and even its correct name is not known though it is supposed to have been the "Canada".

Locomotives of the Montreal and Lachine and the Montreal and New York Railroads, some of which, after the amalgamation of 1857, ran on the original Champlain and St. Lawrence Railroad.

MONTREAL AND LACHINE RAILWAY

"LACHINE"—1847

This was an American engine of uncertain origin and is thought to have been a Norris 4-4-0 type. It was received by the railroad on November 6th 1847, but in the following year it ran off the track and disappeared in the Tureot swamp.

"MONTREAL" AND "JAMES G. FERRIER"—1848

These two locomotives built by Kinmond, Hutton and Steel, of Dundee, Scotland, were exactly the same as the "John Molson" of the Champlain and St. Lawrence Railroad.

MONTREAL AND NEW YORK RAILWAY

"SOUHEGAN"

This was a second hand engine purchased in 1852 from the Concord Railroad. It was built by Hinkley and Drury in 1842; originally 4-2-0 type but later altered to 4-4-0 type. It had 10½x20" cylinders, 54" driving wheels and outside frame made of oak reinforced with wrought iron. It was used during the construction of the Lake St. Louis and Province Line Division of the Montreal and New York Railroad but later worked on the Lachine Division where it survived until about 1875. In later years, because of a defective throttle and a habit of starting itself, it was called "Old Tearaway".

"NEW YORK" AND "CAUGHNAWAGA"—1852

Two fast passenger engines built by the Amoskeag Manufacturing Co., Manchester, N. H.

Type	4-4-0
Cylinders	14x20"
Diameter of driving wheels	66"
Builder's numbers	59 and 58

"HEMMINGFORD" AND "ST. REMI"—1853

Two freight engines built by the Amoskeag Manufacturing Company.

Type	4-4-0
Cylinders	13x22"
Diameter of driving wheels	54"
Builders numbers	81 and 82

The original car stock of the Champlain and St. Lawrence Railroad consisted of four passenger cars, built in Troy, N. Y., and have been described and twenty freight cars, built in Montreal; details are lacking but four of them are believed to have been box cars. Several years later, eight more passenger cars were built in Montreal; they were very plainly furnished, divided into three compartments, and had doors on one side only, and three windows to a side. These cars were sold, in 1850, to the St. Lawrence and Industrie Village Railroad where they survived until the early eighties. The first 8-wheel cars appeared about 1846 and they began to replace the 4-wheel cars completely in 1851.

The original couplings were the type commonly used in England during the early thirties and consisted of two wooden buffers, without springs, one at each side, and a ring-bolt in the centre with a short length of chain attached, usually three links and a hook.



Photographic Copy of the Nameplate of the "Dorchester."

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(APPENDIX A)

THIS AGREEMENT, made this twenty-fifth day of September, in the year of our Lord one thousand eight and sixty-three, by and between the GRAND TRUNK RAILWAY COMPANY OF CANADA of the first part, and the MONTREAL AND CHAMPLAIN RAILROAD COMPANY of the second part.

WHEREAS, acting under the provisions contained in the one hundred and thirty-first section of chapter sixty-six of the Consolidated Statutes of Canada, and also under the provisions of the tenth section of the Act of Parliament of Canada passed in the twenty-second year of Her Majesty's reign and chapter fifty-two, and entitled "An Act to amend the Acts relating to the Grand Trunk Railway Company of Canada", the Directors of the above named Companies have met and entered into an agreement for the regulation and interchange of traffic passing to and from the Railways of the Companies they respectively represent, and for the working of the traffic over the said railways, and for the division and apportionment of Tolls, Rates and Charges in respect of such traffic and in relation to the management and working of said railways for the term of twenty-one years from the time this agreement shall come into operation, and have also provided as is hereinafter contained for the appointment of a Joint Committee for the better carrying into effect such agreement subject as in said section expressed to the consent of two-thirds of the Shareholders of the said Companies respectively present voting in person or by proxy.

THEREFORE this agreement witnesseth that the Directors of the said Companies parties to this agreement have and do hereby agree as follows:

1. That all traffic of the said Montreal and Champlain Railroad Company shall be managed and worked and fairly developed by the Grand Trunk Railway Company of Canada, and that they shall have the employment and control of all the officers, employees and servants used and engaged in working the said traffic.

2. That the said Grand Trunk Railway Company shall have the possession management and control of all the said Montreal and Champlain Railroad Company's Lines, and of their Rolling Stock, Steam Ferry Boats, Plant, Stores, Tools, and all material belonging to or appertaining to the said lines and said Company, all of which shall be by the Grand Trunk Railway Company maintained and kept in the same order that they now are, reasonable wear and tear excepted.

3. That the said Grand Trunk Railway Company shall keep correct accounts of receipts and working expenses and expenditure of all kinds on both their line and the line of the said Montreal and Champlain Railroad Company, and of all expenses, outlay and expenditure incidental and necessary to the proper development and working of the traffic on the said railways of both Companies respectively.

4. That after deducting working expenses, the net earnings of the two lines shall be divided thus, viz.: one-fifteenth part to the Montreal and Champlain Railroad Company and the other fourteenth-fifteenths to the Grand Trunk Railway Company, but for the years one thousand eight hundred and sixty-four, sixty-five, and sixty-six, the said Grand Trunk Railway Company agree that the said one-fifteenth of said net earnings shall not be less than one hundred thousand dollars in each year payable half-yearly.

5. That the repairing and restoring Plant, Rolling Stock, Steam Ferry Boats, and the like, shall all be taken from the gross earnings as working expenses, it being understood that the same rule, as to working expenses, shall apply and be carried out, for the purposes of this agreement, upon the lines of both Companies.

6. That the party of the first part do appoint Charles John Brydges and William Molson, and the Montreal and Champlain Railroad Company do appoint Edward Martin Hopkins, and that these three shall be the Joint Committee from the Boards of the said two Companies, and that their powers shall be confined to the examination and certifying to the correctness of the receipts and expenditures and the division of the net profits, according to the provisions of the above agreement.

7. And the said parties further covenant and agree each with the other in manner following, that is to say: that application shall be made to Parliament, as soon as it possibly can be done, for an Act giving to the said Companies power to

make the above agreement perpetual, and for giving power to arrange for an amalgamation of the Direction in such way as may be agreed upon, also for power to amalgamate the two companies, or for power to the Montreal and Champlain Railroad Company to sell, and the Grand Trunk Railway Company to buy the entire property and franchise of the said Montreal and Champlain Railroad Company at any time within five years from the time the above agreement shall come into operation by assuming all its Bonds of every class as also the new Preference Stock and shares of all kinds and all interest and Dividends on such Bonds and Preference Stock, and undertaking the payment thereof as they mature according to the terms on which they were respectively issued, and paying a sum not exceeding Five Hundred Thousand Dollars for the ordinary Shares such purchase to cover Rolling Stock, Steamers, Plant, Tools and material and appliances, Stores, etc., at the time such purchase is made owned by the said Montreal and Champlain Railroad Company.

8. It is also expressly agreed and declared, that until such legislation is had neither Company shall be liable for any of the debts or liabilities of the other, contracted before this agreement comes into operation.

9. And it is also agreed, by and between the above parties, that before possession is taken under this agreement an inventory shall be taken of all the movable property of the party of the second part, including engines, carriages of all kinds, machinery, steamers, and also all stores, plant and material of all kinds, handed over under this agreement, such inventory to be taken by persons to be appointed by the said parties hereto, and shall be made in duplicate, and shall be signed and certified correct by the parties so appointed to take and who shall have taken the same, and when so signed one copy thereof shall be attached to each of the duplicates of this agreement.

10. And lastly, that where required and necessary for the purpose of giving full effect to the intention of this agreement, to use the name of the Montreal and Champlain Railroad Company, the Grand Trunk Railway Company may do so at their own risk, cost and charges, and saving the Montreal and Champlain Railroad Company harmless, and that in all things in which the co-operation of the Board of the Montreal and Champlain Railroad Company is necessary for the effectual working and carrying out of this agreement, the same shall be accorded by the Montreal and Champlain Railroad Company.

11. The present agreement shall be subject to ratification of the Shareholders of the said Companies respectively, at special meetings to be called forthwith.

In witness whereof the said Companies respectively have hereunto affixed their corporate seals.

(APPENDIX B)

Many accounts state that John Molson, the brewer, was the principal promoter of the Champlain and St. Lawrence Railroad but, while it is true he invested considerable money in the venture, and later his son became Managing Director, the contemporary records do not mention the Molson family in connection with the construction and opening of the road.

All available records point to Jason C. Pierce, of St. Johns, as the "Father" of Canada's first railway and he certainly took the principal part in the preliminary organization of the Company.

Jason C. Pierce was born in Sandersfield, a little village in the Southwest corner of Massachusetts, on September 9th 1778. He settled in Franklin County, Vermont, in 1810. He was a volunteer soldier during the War of 1812 and was taken prisoner by the British at the Battle of Plattsburgh. After being released he continued in active business around the Lake until 1817 when he moved to Montreal. In 1825 he moved to

St. Johns and commenced business as a Receiver and Forwarder and General Merchant and continued the business until the day of his death, September 6th 1851. He and his son, Charles S. Pierce, were agents in St. Johns for the Champlain Transportation Company and other shipping interests.

His house, which is still standing near the Canadian National Railways station in St. Johns, was the first brick building in the town and was built about 1830 with bricks brought from Burlington, Vermont. He became a Canadian citizen and he and his son were the most prominent men of the district.

(APPENDIX C)

OFFICIALS OF THE CHAMPLAIN AND ST. LAWRENCE RAILROAD

PRESIDENTS

1835-1839	Peter McGill
1840-1847	J. E. Mills
1848-1849	John Molson
1850	William Workman
1851	Hugh Allan
1852	Peter McGill
1853-1855	B. Brewster
1856-1857	A. M. Delisle
1858-1859	William Molson
1860-1863	John Ostell
1864-1873	James G. Ferrier

VICE-PRESIDENTS

1835-1839	J. E. Mills
1840-1848	John Molson
1849-1854	Charles Phillips
1855-1856	Charles S. Pierce
1857	John Carter
1858-1859	Charles S. Pierce
1860-1873	William Molson

COMMISSIONER OR SECRETARY

1835-1850	W. D. Lindsay
1851-1864	W. A. Merry
1865-1873	Joseph Hickson

ACCOUNTANT

1836-1839	Charles E. Anderson
1840-1841	W. McCulloch
1842-1846	H. Magrane
1847-1850	W. A. Merry
1851-1859	R. Mills
1860-1863	George Irving
1864-1873	Grand Trunk employee

SUPERINTENDENT

1836-1855	A. H. Brainard
1856-1862	J. F. Barnard
1863-1873	John Dodsworth

Owing to defective records the above dates may be only approximately correct.

(APPENDIX D)

SOURCES OF INFORMATION

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Robert Ayre

The Antiquarian and Numismatic Journal, Montreal

Fourth Series, Vol. IV, 1933.

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Other old-timers consulted included the late Senator Georges Casimir Dessaulles, born 1827, died April 19th 1930, who was the last surviving witness of the opening of the Champlain and St. Lawrence Railroad; the

late W. (Billy) H. Sarjeant, machinist and locomotive inspector in the Point St. Charles shops of the Grand Trunk and the Canadian National Railways from 1867 to 1930; and Mr. Napoleon Faille (Foy), retired Conductor of the Ogdensburgh and Lake Champlain and the Grand Trunk Railways. His father was foreman of the engine house of the Champlain and St. Lawrence Railroad at Rouses Point, N. Y.

(APPENDIX E)

WINTER OPERATIONS IN THE EARLY DAYS

During the Pioneer Period the Champlain and St. Lawrence Railroad was kept running during the winter only with the greatest difficulty; there was practically no snow-fighting equipment and the placing of snow fences was not understood then. The country traversed being a comparatively flat prairie; the strong north-west winds kept most of the line clear but there were several long, shallow cuttings, especially on the Laprairie Common, that must have been very troublesome. Anyone, who has driven an automobile through fresh, deep snow, knows that as long as the car keeps moving all is well but if the car stops it is often impossible to get started again, and the light locomotives of the early days had exactly the same trouble. It was the duty of the section-men to keep clear about two or three hundred yards of track at each station or siding so that the trains could get started again before encountering the deep snow. Light wooden ploughs or scoops were provided and these the section men dragged along the track and then tossed the snow to the side. Between stations the engineer had to depend on the wind having blown the snow off the track or to two large brooms fastened to uprights bolted to the buffer beam of the engine. These brooms were made of birch, split or peeled in narrow strips about one inch wide and a quarter of an inch thick and bound around a three inch stick which served as a handle.

In 1851, when the road was opened to Rouses Point, the trains just had to be kept running, so, whenever there was a snow storm, two men stood on the buffer beam on the front of the engine holding long-handled shovels, about eight feet long, down on the rails to scrape ice and snow out of the rail flange. The blades of the shovels were about ten inches by eight inches and fully three-quarters of an inch thick and had a piece cut out of the lower corner, with a lip turned up, to rest on the rail so the shovel would not catch in the rail joints; this allowed the other part to go down about three inches but keep clear of the ties. The shovels were very heavy to handle and had to be raised often to clear the frogs and switch points and, with a temperature well below zero, the cold, tiring and dangerous position of these poor men can well be imagined.

About 1860, small metal snow-ploughs were bolted over the pilots of the engines and were fitted with scrapers or flangers which could be raised or lowered by means of a lever in the cab, and later, after the road was leased by the Grand Trunk, a wedge plough with side wings was used.

The wooden brake shoes then used were very troublesome in the wintertime as they rapidly became covered with ice and snow, thrown up

by the wheels, which rendered them useless. To overcome this they needed constant attention; the brakemen had to keep just enough tension on the brakes so that the friction with the revolving wheels would generate enough heat to melt the ice. Then the brakeshoes would begin to grip the wheels and the brakes had to be released but before long the ice would begin to gather again and the process would have to be repeated.

**COPY OF AN ORIGINAL LETTER FOUND IN THE FILES OF THE
CHAMPLAIN TRANSPORTATION COMPANY, BURLINGTON,
VERMONT**

Champlain and St. Lawrence
Railroad Office
St. Johns, 27th March 1837

Dear Sir,

We are about making arrangements to engage a boat at Whitehall or Troy to proceed there to Philadelphia for the purpose of bringing in a locomotive engine built for this Company by Mr. Norris of that place and which is to be ready for shipment about the 5th of April. I learn from Mr. Pierce that your Company are about to send to the same place for the boilers for their new boats. Now would it not be of mutual advantage to us to send a boat as will accomplish the wishes of both parties. We will either bring in your boilers charging one-half the freight to Burlington or we will allow you the one-half of the whole freight for bringing in our engine, the total weight of which is about fifteen tons at the most. Mr. Norris is to send on an engineer in charge who will of course look after during the passage. I fancy the boat had better be engaged at Troy as the navigation will be open and a boat can proceed from there some time before the canals from Whitehall will be navigable.

Will you have the goodness at sometime to favour me with your hours of departure from St. Johns during the approaching season. I most sincerely hope (for the accommodation of the public) that whatever your arrangements may be that 10 o'clock as heretofore will not be fixed upon for 'tis really impossible for us to bring the passengers out here much before 11 but of this you had ample proof last season and I assure you not a moment was lost, indeed had you not been kind enough to wait we must have brought the passengers over the evening before, a result which I fear would have caused much dissatisfaction among the travelling community unless indeed they were to start very early next morning.

An early answer will much oblige,

Yours,

(Sgd.) WM. D. LINDSAY,
Commissioner.

To P. Doolittle, Esquire,
Burlington.

Note: Mr. P. Doolittle was Clerk of the Champlain Transportation Company.

New Books

Steel of Empire, by John Murray Gibbon. 423 pages, 9 in. by 6 in. Illustrated. Bound in cloth. Published by the Bobbs-Merrill Company, Indianapolis, Indiana. Price \$3.50.

This book is a history of the Canadian Pacific Railway but it is an unusual type of railroad history because the author, in his sub-title, calls it "The Romantic Story of the Canadian Pacific—The Northwest Passage of Today." For the first one hundred pages one hears little about the Canadian Pacific, but there are the early explorers, pioneer fur traders, the Hudson Bay Company, all set in an interesting background together with adventurer's songs and accounts of their exploits.

"The New North-West Passage"—a summary of four hundred and forty years of exploration and enterprise of John Cabot, Martin Frobisher, John Davis, Francis Drake, Henry Hudson, William Baffin, Luke Fox, Thomas James and many others, in search of a new passage to Cathay and the Orient. The explorers and the fur traders found in the rivers, lakes and portages a way that was arduous but the double bands of steel which skirted lakes, bridged rivers and penetrated mountains and rock walled canyons bound the Atlantic with the Pacific.

The condition under which British Columbia would join the Dominion was, that a transcontinental line be built. Thus the Canadian Pacific Ry. enters the picture bringing with it, Sir John A. Macdonald, conservative premier of Canada and "Father of the Confederation;" Donald A. Smith (later Lord Strathcona); George Stephen (later Lord Mount Stephen); our own James J. Hill, who was one of the roads first promoters but who withdrew when it was decided to build the line north of Lake Superior; Henry Beatty, whose lake-steamship lines were merged with C. P. R. marine service and countless pioneers and financiers.

The Canadian Pacific Railway was originally conceived as a steamship as well as a railway company. The ultimate goal was not reached until "Liverpool and Southampton could be linked with Hong Kong by a system of operating rail and steamships across two oceans and a continent under one flag."

How that ideal was realized is told in an interesting narrative—how Sir William Van Horne was determined to complete the rail line; how Lord Shaughnessy developed and improved that line and its steamship auxiliaries and of Sir Edward Beatty's efforts to round out these policies and to make the Canadian Pacific a "good citizen."

No review would be complete without mention of the numerous and carefully selected illustrations. There are about 150 line drawings, 64 pages of halftone engravings and lastly, 17 full-page color plates.

Mr. Gibbon is general publicity agent for the Canadian Pacific Railway and while he is naturally a sympathetic chronicler he has produced not only an interesting history of the Canadian Pacific Railway but a history of Canada and the Northwest Passage.

Centenary Celebration

Plans for the Centenary celebration of the Champlain & St. Lawrence R. R. are progressing rapidly, according to our Canadian Representative, Mr. Robert R. Brown. There will be a special celebration at St. Johns on July 21st, 1936 and a model of the locomotive "Dorchester" will be on exhibition through the efforts of the Canadian Railroad Historical Association. We hope to announce further details in our Bulletin No. 40. A cordial invitation is extended to all of our members to attend this celebration. Further details can be procured from Mr. Robert R. Brown, our Canadian Representative.

In Memory of

EDWIN H. WHITNEY

Life Member

Box #159—R. F. D. #1

Attleboro, Mass.

Who died on Nov. 22, 1935.

C. FRED SMITH

Annual Member

106 Elmwood Road

Swampscott, Mass.

Who died on January 9, 1936.

ROBERT C. SWAYZE

Annual Member

Cornerhouse

Litchfield, Ct.

Who died on December 1, 1935.

CASSIUS P. WILLIAMS

Annual Member

P. O. Box #442

White River Jct., Vt.

Who died on January 25, 1936.

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